

SKI

World's Largest Ski Magazine
JANUARY, 1958 ... 50 Cents

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A Story by **LUDWIG BEMELMANS**



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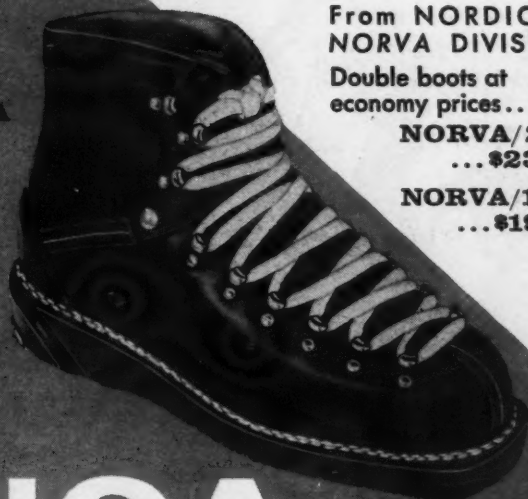


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SKI MAGAZINE

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Published at Hanover, New Hampshire Volume 22, No. 4

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COVER

Photographer George Burns has caught the excitement and tenseness of big-time ski competition in the features of Nonie Foley, the eighteen-year-old wonder from Houghton, Mich. For the story of how Nonie made the number one spot on the U.S. national ski team, see page 19

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18, Sun Valley News Bureau • 19, SKI magazine (GB) • 20, Sun Valley News Bureau • 22, SKI magazine (WL) • 23, John M. Stephens • 26, Kassler Studios • 28,29, SKI magazine (WL) • 32,33, E. J. Woodall, Jr. • 35-37, Sun Valley News Bureau • 94,95, Hanson Carroll

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WEST: Wolfgang Lert, 4449 Finley Avenue, Los Angeles, Calif.

SKI Magazine is published monthly October through March at Hanover, N.H. Entered as Second Class Matter at the Post Office at Hanover, N.H., with additional entry Nov. 3, 1951 at the Post Office at Bristol, Conn., under the Act of March 3, 1879. Registered © U.S. Patent Office. Copyright © 1957 by Ski Publications, Inc. All rights reserved. The cover and contents of SKI Magazine are fully protected in the U.S. and in foreign countries and must not be reproduced in any form, in whole or in part, without written permission. Printed in the United States of

America by Hildreth Press, Inc., Bristol, Conn. Address all correspondence to SKI, Box 1101, Hanover, N.H. Subscription rates in the United States and Possessions, Canada and the Pan American Union: \$3.00 per year, \$5.00 for two years, \$6.00 for three years. Foreign subscribers add \$.50 per year. In reporting changes of address, give both old and new addresses. No responsibility is assumed for unsolicited manuscripts. All material submitted for editorial consideration must be accompanied by sufficient return postage.



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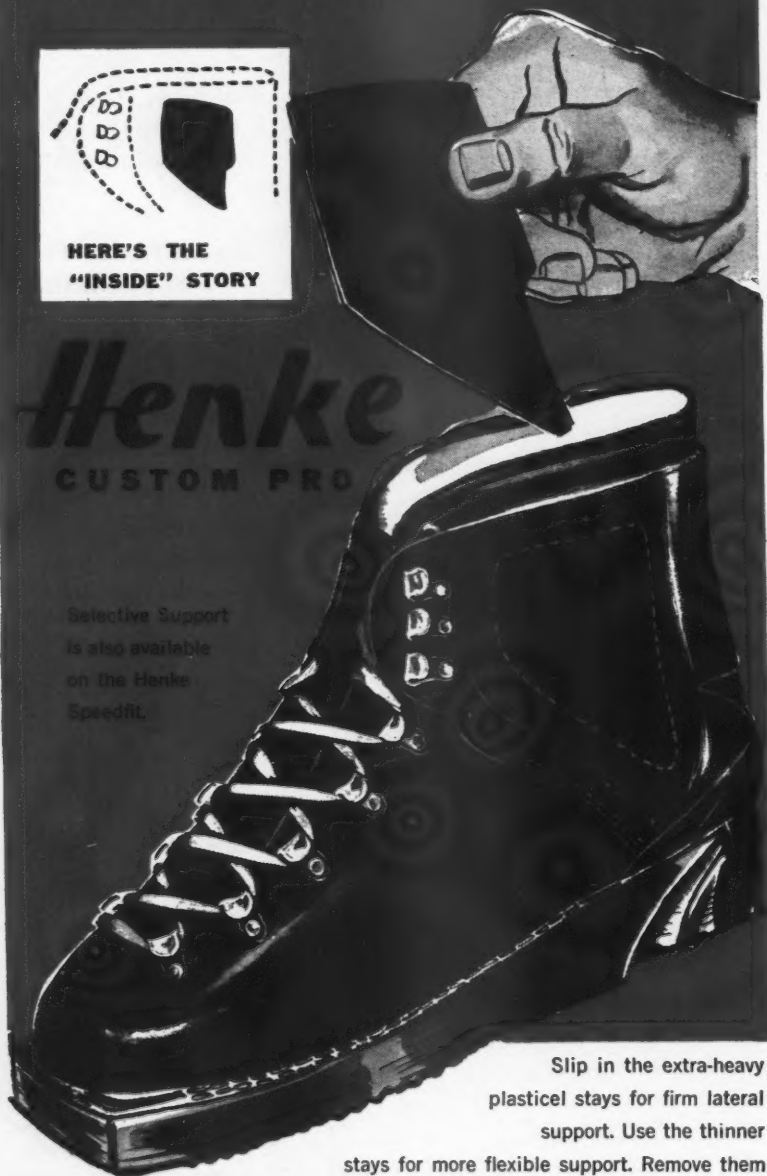
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Ski Readers Write In

Reliable Instruction

Sirs:

Mr. Charles Muller's letter published in the October issue of SKI was of some concern to me as the chairman of the Committee for Certification of Professional Ski Teachers which as part of the U.S. Eastern Amateur Ski Association has for almost twenty years attempted to protect the public from fraudulent or incompetent ski instruction. To this end our current program (to describe it briefly) includes three-week-long "certification" examinations conducted by an examiner staff of recognized ski teacher leaders of the east. The certification rating is issued to only a small minority of those taking the test, and many current certified instructors have taken the test over several years before passing.

We also run, each spring, a two-day ski teachers' clinic for our 150 (approximately) certified instructors. Here all of the major ski schools put on demonstrations. We also have been able to include teaching demonstrations from outstanding European schools. Last year Mr. Kerr Sparks, head of the Sepp Ruschp Ski School, brought to the clinic a film made during an inspection visit to the principal ski schools of Europe. I think it fair to say that the Eastern certification pin is recognized as a criterion of ski teaching ability in all of the large ski areas of our country, east and west. In addition to conducting testing apparatus and instruction clinics the committee publicizes certification so that the public may recognize the term.

However, our policy is not to unify nor standardize teaching, but rather to encompass a variety of approaches to teaching method and technique providing all prove sound and are competently handled. Our clinics are aimed at exchange of ideas rather than group legislation. This places a certain responsibility of choice upon the ski school customer, just as he has to decide what brand of frozen peas to buy in the super market. In both instances he is only protected from misrepresentation or quality below what he has a right to expect.

As a professional college teacher, I personally believe that teaching standardization not only tends to sterilize creativity and growth in teaching technique but does not allow for the fact that different teaching approaches are most effective with various students, and also that each teacher must find his own best method.

Let me say finally that the committee also has a very important "watchdog" function. Any violation of ethical behavior or professional competence in accordance with the high standards of certification we are most anxious to investigate. If the instruction which Mr. Muller complains of was by a certified profes-

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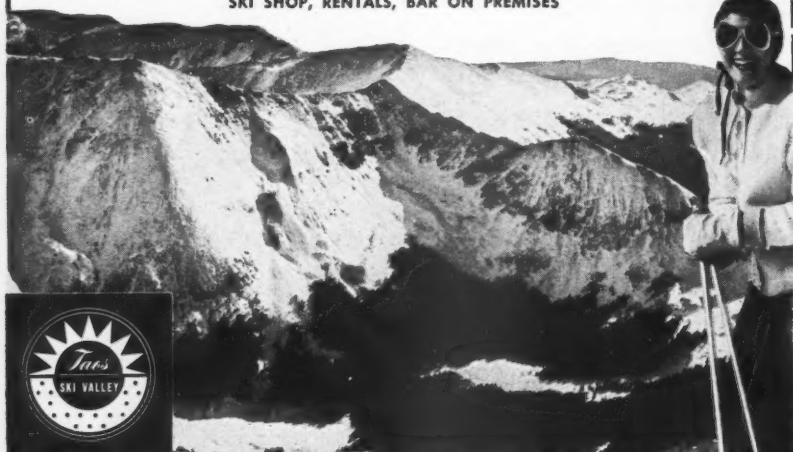
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tee would appreciate hearing about it at
once.

George F. Earle, Chairman
USEASA Certification Committee
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Ski Boot Care

Sirs:

Would you please advise on correct
care of ski boots and how to clean, polish
and preserve. Thank you.

Richard S. Fleischman

Syracuse, N. Y.

• The most practical way to care for
your ski boots is to keep them in an out-
side boot tree, which permits interior dry-
ing. Whenever necessary they can be
washed with a mild soap and water. A
preparation such as Boot Life can be used
on soles, seams and uppers as well. In
addition a good wax-base dubbin may
be used. A boot should not be exposed
to the leaching effects of snow without
some sort of protection. Treated in this
way, ski boots will last for years if given
moderate to hard use—Ed.

Life without SKI

Sirs:

I have been trying to reduce expenses
of living, but I can see that life without
SKI would be impossible. Therefore,
please extend my subscription three years.

John E. Loder

Providence, R. I.

Binding Survey

Sirs:

We of the Mt. Hood Ski Patrol are
planning to make a survey of types of
bindings used in this area. I find the
articles in the October issue very interest-
ing. Could you please send me six copies
of the binding article? This will help us
to identify types of bindings.

D. G. Hitchcock

Portland, Oregon

• Handy chart, isn't it?—Ed.

Revelation

Until today I never knew there was a
ski magazine. I happened to pick up a
copy of SKI at Willow Run Airport and
was very impressed. Enclosed is a check
for a three-year subscription.

Henry D. Curtis

Detroit, Mich.

• Thanks to you and other thousands of
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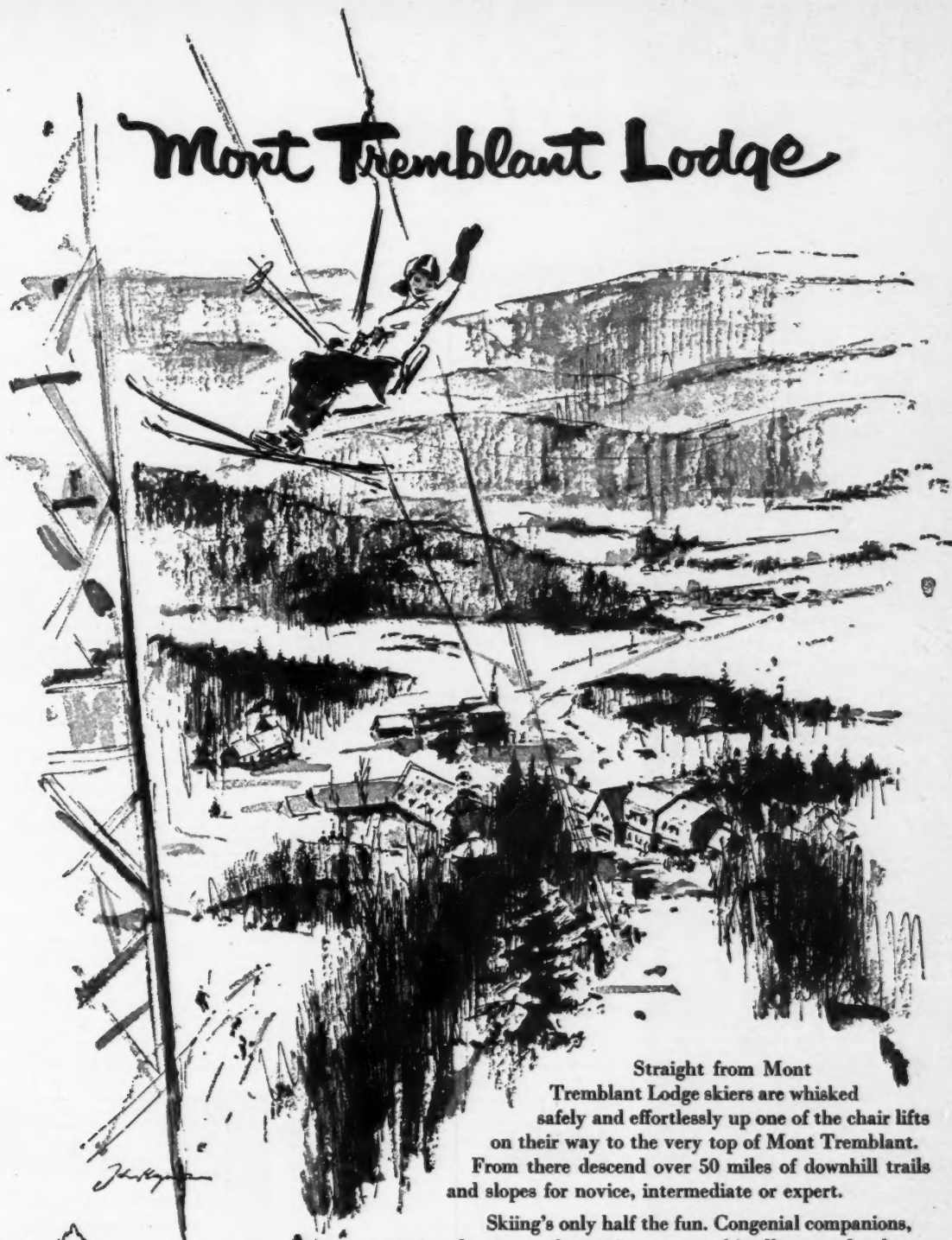
"My God—Not Again!"

Sirs:

Thanks for giving one of your oldest
(I'm sure I must be) and most consistent
subscribers a second chance at the pre-
ferred rate. We have been with you about
twenty years.

Enjoyed particularly was the well-done
article by Leverett Richards in the Oc-
tober issue about my old friend Hjalmar
Hvam. It recalled many memories—par-
ticularly when I was a contestant in the

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Cascade Ski Club tryout slalom in which Hjalmar suffered his second break. As I recall, this was his first racing effort after break number one. (He did negotiate the first run successfully.) I had completed my second run and was standing at the finish and was talking to his wife, Vera. I can still see the look of pained anxiety as Hjalmar fell near the top and didn't rise, and still hear her cry out, "My God—not again!"

Hal Kelley

Rockville, Maryland

Longer Ski Poles

Sirs:

We take exception to your fitting guide for ski poles (SKI, October, 1957). According to you, I would have to have poles at the most 45" long since I am 5'4". Mine are 51" and I find that this length is indispensable in doing a proper kurzschwung. Enclosed is a picture of one of our fine skiers that shows the trend towards longer ski poles.



Seriously, I have changed the length of my ski poles so many times to keep up with fashions that I think it is like styles in ladies' hats. I have been reading your first issues with enjoyment.

Doris Taylor

Sun Valley, Ida.

Getting Better

Sirs:

I have very thoroughly enjoyed your articles on skiing over the years. In looking back over your older issues (1953) I think you are improving each year. Hope you look after my subscription immediately.

Terry Hill

Peterborough, Ont.

Any Volunteers?

Sirs:

I am presently trying to organize a rather unusual skiing-cum-traveling holiday for next summer.

Briefly, our plan is this: commencing early next summer, to travel by automobile south to Mexico and through the Central American states to South America; continue down the South American coast road through Columbia, Ecuador, Peru and Chile to Santiago. This journey would take over two months and give us

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an admirable opportunity to see these various Latin American countries and would put us in Santiago in perfect time for the spring skiing at Portillo and nearby resorts. Four to six weeks of skiing, then either take the boat directly back from Santiago, or continue on through Argentina, Uruguay and Brazil via the east coast road to Rio de Janeiro and then by ship home.

This trip might sound somewhat formidable at first but I have been carefully over our proposed route with the AAA and find that it is an eminently negotiable road—ideal for my four-wheel-drive Willys station wagon, even during the rainy season. The route contains only two short hops by steamer, past stretches of land where the roads peter out.

The main problem, so far, is the cost of the trip and in order to make it economical for each member of the party it would be necessary for six to make the journey. We would camp out at night, cook for ourselves and share in the overall cost. With six people the trip would be rougher but, I feel, much more enjoyable. The fare is extremely reasonable. Transportation costs even as far as Rio, excluding breakdowns but including auto permits and the ferrying of the vehicle by sea when necessary, would come to only \$700 (\$117.00 per person.) This estimate is high. Food and equipment would be very light. The only other money items would be the small individual passenger fares on the sea hops, accommodations and skiing at the resorts, plus the boat trip home.

As of now only two of us plan to go (another doctor and myself). Our problem is to find four other persons who would like to join us.

Name withheld on request
Salt Lake City, Utah
● You may write the gentleman care of
SKI—Ed.

We Aim to Please

Sirs:

It would sure be great if you would put more coverage on the far west ski areas, for instance Mammoth Mountain in California and Mt. Baldy near Los Angeles. Being overseas, one doesn't get too much information on areas near home.

SP-3 Bob Sempliner
APO N.Y., N.Y.

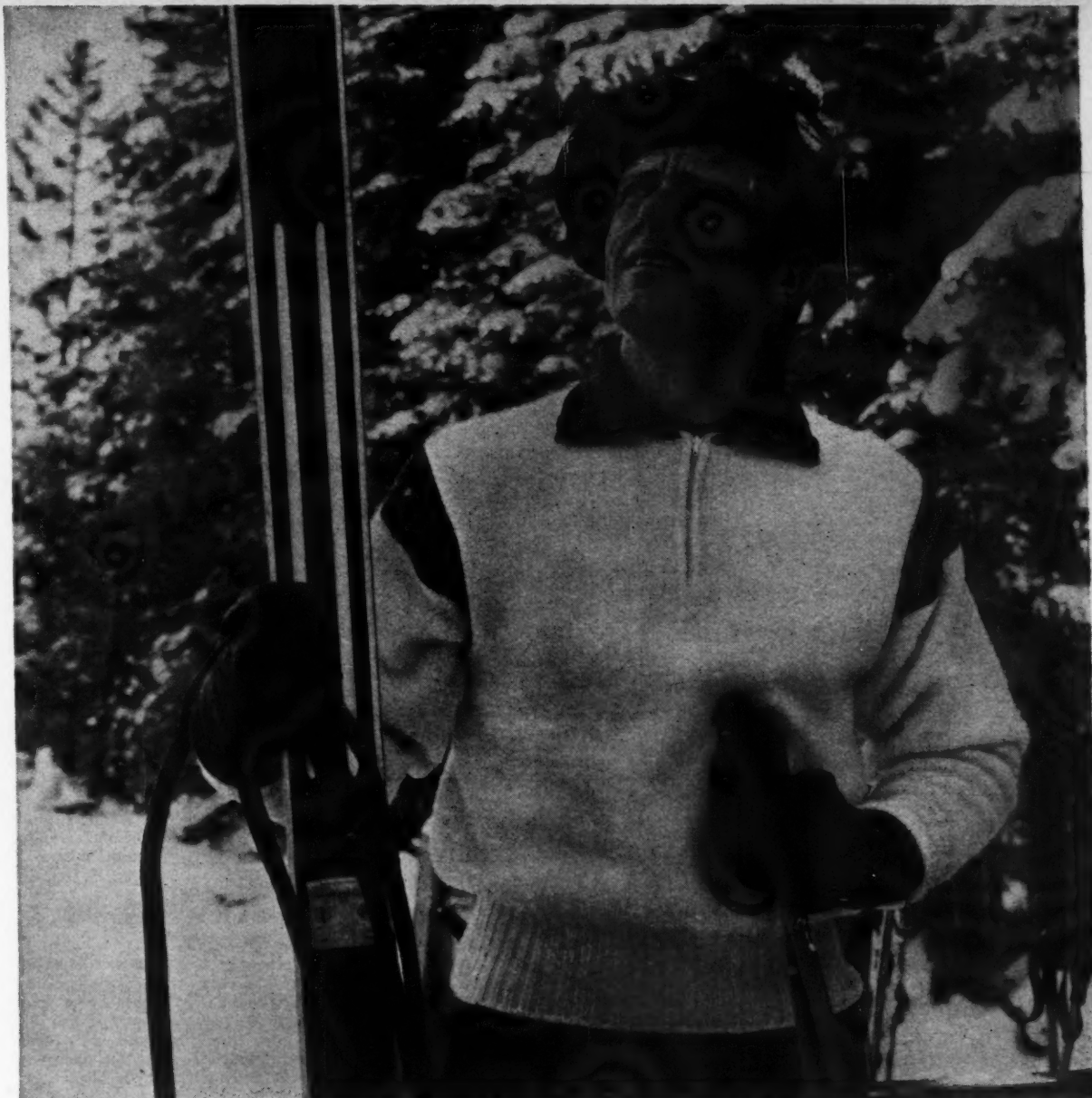
● Turn to page 22, friend—Ed.

No Spectator Sport

Sirs:

In the October SKI Leverett G. Richards states in his article on the invention of the release binding that before Hjalmar Hvam's invention "skiing was strictly a spectator sport in America. Those who used to stand and watch in fear and awe are out there now participating to make skiing America's major winter sport."

That is an amazing as well as amusing statement. First, except for that phase of it which concerns itself with jumping, skiing never was a spectator sport. In fact, I can hardly think of a sport where the ratio of spectators to participants is



Photographed at Heavenly Valley, California, by Tom Kelley

Stein Eriksen wears the Jantzen "Matterhorn"

Skiers call each other "Stein" the way football players kid among themselves and call each other "Doak Walker", and the way basketball fans use the name "Bob Cousy". This is Stein Eriksen, one of the great skiers of all time, idol of practically everyone who has ever watched the experts, whose name is a ski-lift word.

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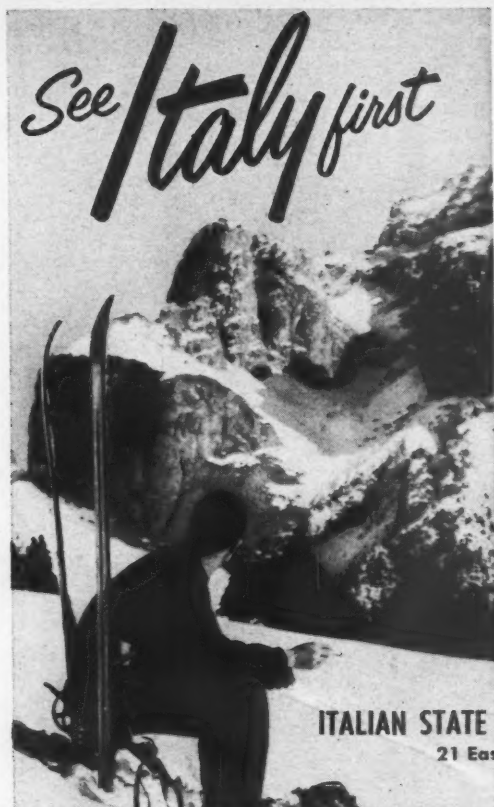
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as insignificant as in skiing, and that applies to the past as well as the present.

Second, skiing in this country and elsewhere, as anyone familiar with the sport should know, got its boost from the introduction and development of uphill facilities. The remarkable growth of the sport was well under way before release bindings ever began to be generally known. It has taken safety-minded skiers a lot of talking to sell the skiing fraternity on the idea of using release bindings, and to this day, unfortunately, a great many remain to be convinced.

The advent of the release binding has indeed helped to further popularize the sport, but it was the spread of uphill facilities that got the crowd out in the first place and gave skiing its greatest "lift."

Fred Link

Coytesville, N. J.

Not So Fast

Sirs:

On page 43 of the October issue a statement suggests that the new Faski Primer can function as a running surface as well as a bonding material. This is flattering, and it may even be that Faski Primer runs as well as or better than some of our competitors' base lacquers, but actually it was not designed for this purpose. We make no claim for the running properties of Faski Primer, knowing them to be inferior by far to those of Faski Base Wax which we spent ten years in developing as the fastest base material on the market.

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Reader wants to be "Forever Wild"

Sirs:

The article venting your irritation with New York State's "forever wild" clause (SKI, December, 1957) shows how foolishly shortsighted some people can be. At the time New York state was passing the "forever wild" law, Michigan was ruthlessly destroying all the beauty of the lower peninsula. Now little remains for the people but Christmas trees and cheap poplars. By contrast, New York has the finest forests east of the Rockies. These are available to all for their enjoyment.

New Yorkers should vote not to destroy their irreplaceable silvan beauty either for the sake of skiers, for the gain of state-employed tree farm managers from Cornell, or for the benefit of timber-hungry lumbering interests.

As a midwest skier, I sincerely hope that New York does not go the way of Michigan, which was "realistic" and "progressive"—and has little left.

Arthur K. Doig

Alma, Michigan

• Many skiers are also mountaineers, hikers, nature lovers and conservationists. They want ski areas on the steep and high mountainsides which are closest to civilization. They have no wish to exploit the few natural wildernesses left.
—Ed.



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Anti-Wedeln

Sirs:

I would like to set forth a possible explanation of violent reactions against wedeln. I think it is merely the conflict between skiing and racing. By skiing I mean the "school" which stresses that the style and quality of turns are most important. After the skier has acquired a smooth style and good control, then he can start to race. The racing school aims at the shortest way down the course at the fastest time.

The mistake a lot of young racers are making today is that they race before they ski. Wedeln is a style of skiing which has arisen from racing. It is a faster and easier way to get down the hill. Unfortunately it has become the fad and because it is easier, a lot of people have adopted it who should actually be doing snowplow turns on the practice slopes.

I sincerely hope that wedeln is merely a passing fancy. Racing is all very well but it is surprising how many racers can not do a simple snowplow turn.

It all boils down to this simple question. When you come down the hill would you like people to say, "Look how fast that guy's traveling," or "Look at those beautiful turns. How can he make it look so effortless."

J. M. Saunders

Toronto, Ont.

• We must disagree with you on the validity of wedeln as a technique. The whole argument has no meaning on a practice slope or gentle trail where a good skier can do anything he likes. On steep, rugged terrain where a skier must turn rapidly and precisely, wedeln has many advantages. It is not only efficient, but quite graceful. Wedeln should not be confused with the tail wagging of semi-skilled skiers on a practice slope. —Ed.

Attacks Imaginary Breech

Sirs:

It is my sincere hope that the opinions expressed by the chairman of the NSA Recreational Skiing Committee, Arthur Perkins, in the November SKI are his own and do not reflect the thinking of responsible officials of the NSA or its divisions. Mr. Perkins infers that racers are a wild, uncontrolled bunch and that anyone who aids and/or abets a ski competition has holes in his head. What is this reconciliation he talks about? How can he ignore a basic function of human nature—the desire to improve and the determination to excel?

Competition, consciously or unconsciously accepted as such, is unavoidable and inevitable in any sport. I doubt very much if those who fail to make the grade ever say, "The heck with the competitors." The ski competitor is just as much a part of the recreation scene as are the hordes of novice skiers. They are all having fun according to their own desires.

Unfortunately, the public spotlight focuses on the spectacular, be it top-flight racing or unfortunate accidents, and completely ignores the average individual



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who skis because he likes to and derives from it the pleasure and wholesomeness of the outdoors. Mr. Perkins would do well to reconcile Mr. and Mrs. John Q. Public with skiing instead of attempting to widen an imaginary breach which does not and has never has existed. (I do not compete, nor do I have a desire to do so.)

Edgar W. Anderson

USEASA Membership Coordinator
New Haven, Conn.

Not Qualified

Sirs:

I have had several letters from quite disturbed people concerning the article written by Arthur Perkins in the November SKI. You no doubt have seen the editorial in the Eastern Ski Bulletin following a similar vein.

The point I would like to make and have clarified in your publication is the fact that Perkins is not chairman of the NSA Recreational Skiing Committee nor has he been a member of it for the last couple years, and I don't feel that he is qualified to speak for us.

Robert C. Johnstone, President
National Ski Association

Denver, Colo.

● At the time Mr. Perkins wrote his article, he spoke for the recreation committee, but certainly this should by no means be taken necessarily to represent the opinion of current NSA officials—Ed.

Sound Off!

Sirs:

Archer Winsten brought out a very important point regarding safety on the ski slopes. Skiers are taught techniques but not safety measures as related to their conduct toward others on the slopes and trails. Winsten mentioned he has rarely heard the warning "track" during the past few years. The fact is there isn't anyone to teach skiers the proper signals and courtesies of the slope. There are no examinations that a skier must pass before he is permitted to use the facilities of a resort. Ski safety and courtesy must be left up to the individual.

Proper rules of conduct should be left up to the resorts. They might find great assistance from publications such as SKI and Sports Illustrated. Almost every experienced skier could list the elementary rules of conduct such as: always yell "track left" or "right" when passing; never enter a slope without looking to see that no one is approaching from uphill.

Frederick P. Selby

Philadelphia, Pa.

Sirs:

I am in full accord with Archer Winsten's expressions. The ill manners and lack of consideration some skiers exhibit on the ski course are due to the fact that many offenders have never been told what is expected of them while skiing.

A program should be designed to let all skiers know the conduct expected of them. This could be accomplished by handing the skier a printed card with his lift ticket on which would be printed the "Rules of the Area" or "Code of Conduct."

R. A. Paige

Grand Junction, Colo.

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NONIE FOLEY:

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WHO IS THE TOP U.S. girl skier, the number one competitor on our FIS team? Is she the daughter of a ski lodge owner, perhaps? A native of a famous eastern or western ski resort? The subsidized protégé of one of the wealthier ski clubs?

Nonie Foley is none of these things. If you were to take her as a model, the proper way to become a ski champion would be to grow up in a mid-west town on the shore of Lake Superior, where there is opportunity for swimming in summer and ice skating in winter; to live as one in a family of four children, in a brown three-story

house, on one of the elm-tree avenues of America; and to learn your skiing on a hill with barely more than 400 feet vertical drop. That must be the way to win five out of nine tryout events for a national team, and to beat Europe's best in your first international competition!

It would help, of course, if the elm-lined avenue were College Avenue in Houghton, Mich., and your house were located right across the street from Michigan Tech, which owns the town ski hill and was the first mid-west university to employ a full-time coach and instructor for its varsity

and recreational skiers—Fred Lonsdorf, whose generous interest in younger skiers is largely responsible for the emergence of top performers like Nonie and Cyc Ferries from the flatlands.

Born March 9, 1939, Nonie—whose proper name is Nora—began skiing at the age of six on the university's Mt. Ripley, with Cyc, her friend Carm Guilbault and other Houghton youngsters. Thanks to a doughty snowplow, Nonie soon mastered the challenge of Mt. Ripley, and under the influence of college skiers, her interest soon turned to slalom. Modifying her Arl-

Fierce competitor, Nonie observes ► fellow contestants from finish line after her winning run in slalom at Stowe in a field of the world's best

◄ Imperfect stylist, Nonie fights to overcome weight disadvantage in giant slalom at Sun Valley, where she learned high-speed skiing on steep, open runs



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berg, young Nonie was soon a flash in the fluses.

Meantime the whole family had developed an interest in skiing. When Nonie was eleven, they went west on their first ski vacation, to Winter Park, Colo. In after years they went to Jackson Hole, Wyo., then to Sun Valley, Ida. The kids had their first experience of the big mountains, and Nonie's elder sister Gretchen, now twenty-two, went on to become Central junior and senior women's champion. Peggy, twelve, and brother Tim, eight, are good little skiers. And only last season their mother, now a widow, broke a leg while skiing—"for Nonie," she explains laughingly, meaning that if a Foley leg had to go, she was happy to take Nonie's place in the accident.

Spurred by her sister's success, teenage Nonie worked hard at her skiing, especially slalom, under the tutelage of Fred Lonsdorf. She and Carm would spend up to twenty-five hours a week on the hill. A little reverse shoulder in the hairpins, and gradually their style began to take on a semblance of the "new look." Nonie and her friend became the best juniors in the midwest.

In her first national junior championship, Nonie could do no better than eighth. But three seasons ago she placed third and was selected for a national training camp. Then in the Sun Valley Open two seasons ago, she made a great discovery. She came in first. She was a winner.

A summer at Gene Gillis' training camp at Bend, Ore., and Nonie was ready for the FIS tryouts. Although competing in only three of the four tryout races, Nonie racked up by far the highest point total—ninety-four points, compared to seventy for the next girl. She also acquired a trophy collection and a string of titles including National Giant Slalom Champion and American International Giant Slalom and Slalom Champion. Furthermore, at Stowe, in her first slalom against top European skiers like Putzi Frandl and Thérèse Leduc, she won handily!

Barely five feet, two inches tall, petite Nonie seems perfectly built for slalom, her best event. Most of her early race training was in slalom—and it is significant that the better alpine skiers from the flatlands usually excel in this specialty. Nonie's ice skating and diving experience may have helped her acquire the supple-

ness, timing, and fast reactions which characterize her skiing.

Her size notwithstanding, Nonie is also strong, and good legs have helped her over the fear of speed which inevitably besets would-be racers unaccustomed to steep, fast downhill courses. Long periods of training at Sun Valley, in particular, helped her overcome this obstacle, and last season Nonie won the Roch Cup downhill as well as a string of giant slaloms.

Despite her spectacular success in this country, it would be unfair to expect her to place or win in Europe this year. Technically she still has a great deal to learn, a fact which she herself realizes far more clearly than some of her too-enthusiastic supporters. Also, she must adapt herself emotionally to big-time international competition, which no American racer has yet been able to achieve in a single season of European racing. This month and next, Nonie will have a chance to measure herself against a score of skiers as good as she is, and to profit by the experience. Still only eighteen, Nonie should improve steadily till the 1960 Olympics, the 1962 FIS, and even beyond that—if she keeps up her racing. Women racers, as the Austrian team shows, can stay at their peak till the age of thirty or more.

Nonie has other interests, of course. For one thing, she has artistic talent, and this fall she went to Europe early to enter an art course in Zürich before the snow training began. And, of course, there are boys—Toni Sailer, for instance. Though in all fairness to Nonie, it seemed to us that Toni showed more interest last season in pert, blue-eyed Nonie than the other way around. Pretty particular girl, Nonie. She knows what she wants and goes after it. We hope it will be a world ski title someday.



First to start, first to finish:
Nonie wins the Sun Valley Open

SKI, JANUARY, 1958



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Dave McCoy grins with satisfaction from behind tower of new Riblet lift

THE REAL McCOY

The true story of a
remarkable man and his
fabulous ski area in
southern California

THERE IS more to a ski area than lifts, slopes and buildings. Just as important to success is something intangible, undefinable, a kind of feeling in the air—the area's own special personality. And this personality is usually a reflection of the personality of the owner or manager.

During the past couple of years a ski area hidden away in California's Eastern Sierra Nevada has jumped into national prominence. Skiers who have visited it rave not only about the beautiful slopes and the incredible snow but also about the spirit of friendliness, of fairness, of trying to do the best for the skier, which pervades the whole place. In praising the spirit of Mammoth Mountain, these skiers—whether they know him or not—are praising the man who made Mammoth: Dave McCoy.

As any up-to-date movie fan knows, a childhood beset by emotional difficulties is ample excuse for any later failings. Dave McCoy, however, seems a throwback from the disciples of Freud to those of Horatio Alger. His career not only proves the beneficial uses of adversity but should cause every complex-ridden neurotic to trade in the analytical couch for a pair of skis.

Born in Los Angeles in 1915, Dave McCoy never, during his childhood, had any real chance to sink roots. His father was a highway contractor, constantly on the move; in one year, young Dave switched schools thirteen times! When Dave was twelve, his parents separated, leaving him more or less on his own. Home, if anywhere, was with his grandfather in Wilkerson, Wash. In this little mining town, Dave—barely in his teens—worked weekends keeping up a head of steam in the boiler room of a coal mine; sometimes he was allowed to go down and work in the mine itself. These were

desirable and well-paid jobs, particularly in depression days, and they gave Dave pride and self-confidence, as well as reinforcing his native mechanical ability.

Summers, Dave would usually move down to California, working as a fruitpicker. Winters would be spent in high school where he was a four-year letterman in track and football, a two-year letterman in basketball. His all-around athletic ability earned him a number of offers of athletic scholarships at various universities, but economic necessity thwarted his accepting these and realizing his deep ambition of becoming an athletic coach.

Instead, Dave once more headed for California where he worked at a variety of jobs: logging, gold mining in the Yuba River, chamber-maid in a Northern California resort hotel. Finally, in the summer of 1935, he hitchhiked to the little Owens Valley town of Independence, one of the main gateways into the Eastern Sierra. He got a job hashing at Jim's Restaurant, rounding out his income by tying and selling his much-sought-after trout flies and occasionally guiding hunting or fishing parties. Eventually, he was able to buy a motorcycle and a floor sanding machine and to pick up some extra dollars by traveling with this equipment from job to job.

In this period, too, there occurred Dave's formal introduction to modern skiing. True, Dave had done skiing of a sort before. To be exact, his first contact with the sport that was to shape his future came when Otto Lang, one of the first great Arlberg exponents in the United States, arrived at Mt. Rainier, Washington. Dave read about Otto's skiing, saw him in action in movies and at Snoqualmie Pass, and rushed home to make himself a pair of skis. Equipped with



Vast crowds from Los Angeles throng Mammoth on weekends, but waiting lines melt quickly when lifts and tows operate to capacity; with excellent lodging available and more hotels to be built in the near future, Mammoth assumes national importance as a resort

these home-made boards, logging boots and a home-made binding, he soon after appeared at the Class B jump at Snoqualmie Pass. Prodded by the dares of his Norwegian miner friends he made his first attempt on skis by jumping off the B hill—surprising himself and the bloodthirsty spectators by a creditable effort. His second jump was all right too. His third, though, satisfied everyone's expectations when he came completely unglued in the air and, after a cataclysmic end-over-end landing, concluded by falling into Snoqualmie Creek.

Dave's efforts to improve his skiing in his early California days brought him into contact with Corty Hill, who later played an important role in the organizing of American skiing. Corty it was who gave Dave all the books about the Arlberg method, showed him movies taken in the Alps, skied with him day after day, while Dave developed from a Scandinavian telemarker into a first-class alpine skier.

It was at this time, too, that Dave met Roma Carriere, an attractive young Bishop, Calif., girl whose figure even today, some twenty years and six children later, provokes admiring whistles on the Mammoth slopes. Back in the thirties, however, Dave was more in love with his motorcycle than with girls and it took Roma months of steady effort just to get him to notice her. This stealthy campaigning finally paid off when a bolder female asked Dave to a carnival and Dave, shy and frightened, fled to Roma as a less forward substitute. After this, the outcome was never in doubt; Dave and Roma were married in May of 1941.

In the meantime, though, Roma had to learn to live up to Dave's idea of romance. This included getting up at the crack of wintry dawn, bundling into Dave's '38 Chevy for

the fifty-mile drive from Bishop to Deadman's Pass, jacking up the rear wheels of the Chevy, attaching a McCoy-designed plywood gadget with fingers to grip the tire on one of the jacked-up wheels, and running their own private rope tow off this contraption. The funny thing was that Roma, who had loved the bright lights and had started out by teaching dancing to Dave, ended up by being just as crazy as Dave about outdoor sports and by becoming an excellent skier, fisherman, hunter and hiker herself.

Skiing also became a part of Dave's work. He had joined the Los Angeles Department of Water and Power, working on the dams that store Los Angeles' water and doing cement finishing on the aqueduct which carries this water to Southern California. Finally, he transferred to the hydrographic division where his skiing ability was vitally needed in the continuous study of the Sierra snowpack.

Though the work suited Dave to a T, the pay was far from excessive, and the McCoy's at times were hard put to make ends meet. Came the Saturday evening when Dave and Roma looked at each other and found that between them they didn't even have enough money to buy dinner. That Sunday, when Dave and Roma put up their portable ski tow for their friends they decided that this time they would have to make a small charge so they could buy gas and, perhaps, some groceries. When they checked in the evening they found that they had made \$15.00 that day—enough for gas and a big dinner. It was a revelation; thereafter, skiing became not only a way of life with them but, increasingly, a means for making a living.

But the trail that led Dave McCoy from a homemade portable rope tow to a million-dollar ski area was strewn

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with obstacles that would have made even Horatio Alger blanch.

There was, first of all, a serious personal ski accident. The McCoys had been snowed in, virtually cut off from the outside world, at their Department of Water and Power job at Crowley Lake for most of the winter of 1941. When they finally got out, Dave—then California state slalom champion—traveled up to the Sugar Bowl to race in the 1942 state championships. He arrived just in time to hike up the fog-shrouded downhill course and start; on the way down the unfamiliar course he shot off the narrow prepared track into the deep snow beyond and fractured his left leg in seventy-two places. At the hospital in Reno, Dave and Roma, then six months pregnant with her first child, fought desperately against a proposed amputation; finally, the doctors just placed the shattered leg in a suspended sheet, left it lying for three weeks, then spent ten hours setting it. For a whole winter and beyond, Dave was in a cast; though he could ski and glide on it, the leg never knit properly and he could not walk normally. Finally, in a major operation in Los Angeles, a piece of sound bone was removed from Dave's right leg and put into the shattered left, while the slivers of bone from the left leg were transferred to the right to take the place of the removed bone. When the casts were

McCoy family portrait centers about Queeny, the St. Bernard, in usual order:



taken off, months later, Dave was miraculously healed and today he skis with a grace and agility that gives no hint of his former injury.

His injury kept Dave out of the service; he spent the war years up at Crowley Lake, looking after Los Angeles' water supply; on winter weekends he would run a portable rope tow, one of the many such contraptions he had built during the years, for the Los Angeles and Bishop skiers who had been able to pool their gas and come up for a brief vacation in the snow.

After the war, Dave started in earnest on the realization of his dream of a great Sierra ski area. Additional impetus to his branching out was given by the economic necessity of providing for his fast-growing family of strong, handsome, outdoor-loving children.

For several years Dave ran a rope tow area right off Highway 395, at McGee Creek, but the uncertain snow conditions led him to concentrate his efforts more and more towards his first and most lasting goal, Mammoth Mountain.

MAMMOTH MOUNTAIN, a hulking volcanic peak of over 12,000 feet, sits like a giant snow magnet astride the eastern end of the breach made through the Sierra Nevada by the San Joaquin River. Snow-laden

Gary, "Peanut" (Carl), Dave, "Pancho" (Dennis), Roma, Penny, Kandi and Randi



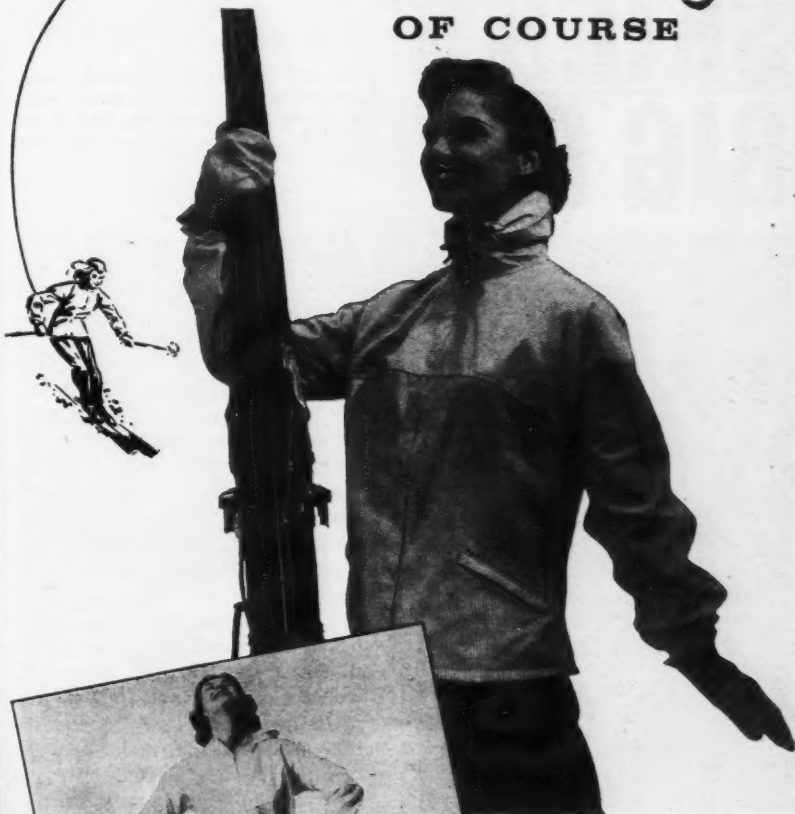
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Dave runs slalom on Mammoth slopes against background of spectacular minarets. Former state champion, McCoy has taken great interest in coaching local junior racing talent

storms, sweeping across the Sierra from the Pacific, rush through this pass, run up against the mountain and dump their white load. As a result, Mammoth Mountain has one of the longest and best ski seasons in the United States; skiing may start in October and go on almost all year, and a good skiing season from Thanksgiving through Memorial Day is a virtual certainty.

The problems, in the early Mammoth years, lay in the difficulty of access and in the choice of the most favorable skiing site on the mountain. When Swiss ski instructor Hans Georg got hold of the more easily accessible east side of Mammoth Mountain, Dave McCoy moved around to the north slopes—a choice which, though initially more difficult, has proved itself justified in the long run.

The early pioneering days on the Mammoth North Slopes were days of backbreaking physical labor, of heart-breaking financial difficulties—and loads of fun. Every piece of equipment had to be carried in for miles, over the crudest of roads; skiers had to hike in at first, later were brought in on weasels and four-wheel drive trucks. The early ski tows were portables of various types and the customers, more often than not, would earn their skiing by helping to locate and put up the tows for the day's sport. Dave had a lot of friends who helped by pitching in with their work at crucial moments; the Bishop High School skiers, in particular, put Dave into their debt by acting, for all practical purposes, as his unpaid crew. Dave repaid them not only in many

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hours of skiing and fun but in his marvelously patient and efficient coaching which produced, out of a relatively small number of Inyo-Mono county youngsters, an astounding number of racers of national caliber.

It is perhaps in coaching that Dave shows most clearly the qualities that have helped him along in life. Young in appearance, he is also young in spirit, skiing tirelessly with the enthusiasm and joy of a youngster. At the same time he is calm, soft-spoken, patient; he doesn't get mad, he is absolutely fair, and he wouldn't ask any kid to do something that he isn't ready to try himself. He wants his racers to have fun, but he also wants them to work hard. Yet he doesn't have to tell them; for him, they work hard of their own volition.

As a result, Dave's racers have shown up in western and national competition out of proportion to their number. California's team for the annual American Legion junior meet in Sun Valley has always counted a good percentage of Mammoth kids. Jill Kinmont is another Mammoth product; until her tragic accident in a race at Alta she was generally considered the most promising young racer in the country. Today's national junior combined champion, Dickie Miller of Leevining, learned his skiing under Dave's tutelage on the Mammoth Mountain slopes, as did Linda Meyers, national downhill champion and member of our FIS team.

The same qualities that make Dave a good coach also make him a good boss. Today he is reputed to be the largest private employer in Mono County—and there are very few jobs on his hill that he cannot do as well as his men, or that he isn't willing to do if necessity arises. That's why Dave has one of the most loyal and efficient lift and area crews in the whole ski industry, and their spirit of camaraderie and cooperation pervades the whole area.

Of course, Dave wasn't always a big employer. During the early days at Mammoth some of his men worked for a pittance, sometimes only for friendship or for the love of skiing. Dave himself put in uncounted hours, days, and nights without any monetary recompense. On the contrary, between a family that was growing to six healthy, hungry children and a ski area with an apparently insatiable appetite for more and more expensive

Continued on next page ►

SKI, JANUARY, 1958

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equipment, Dave was constantly in hock. Yet he never faltered in his dream of building a ski area the way he thought it should be built—nor did he, when he started to be successful, give in to the blandishments of those who offered financial help in order to get in on a “good thing.” Today he can look at a solidly established business and say that he took all the risks himself.

And risks there were, beyond the vagaries of snow and weather, for in the beginning Dave did not even have any permanent claim to his hill; he operated only under a year-to-year permit from the Forest Service, though Forest Supervisor Jimmy Gibson and his local rangers did all in their power to aid the growth of the area. It took years of operation with constantly bigger portable tows before Dave, in 1948, finally graduated to his first permanently installed machinery. Also built around that time, in three hectic days, was the “Snake Pit,” Mammoth Mountain’s first excuse for a warming hut where, on stormy days, a couple of hundred people would crowd into one small room and fight their way within thawing distance of the potbellied stove.

None of the Mammoth pioneers will forget the day when five of Dave’s six weasels broke down, leaving 105 people stranded late in the afternoon in the warming shack which was at that time beneath some eighteen feet of snow. Dave finally rigged up a line of some old tow rope and, at 9:00 p.m., managed to tow out all 105 people behind the one remaining weasel—a laughing, singing, shouting half-mile string of skiers that is likely to stand as a record tow for a long time to come.

An important turning point for

Dave McCoy occurred in 1951 when the county and the Forest Service started construction, after years of struggle, on a road to what had by then become one of the main tourist attractions of the region. Another turning point came when Dave finally got a more permanent twenty-five year use permit from the Forest Service in 1954, opening the way to the installation of his first double chair lift in 1955.

The installation of this chair lift, engineered by United Tramways, gave Dave an opportunity to demonstrate his almost uncanny knack with mechanical things; towers and terminals were put up and machinery installed with ingenious shortcuts that had even the graduate lift engineers openmouthed in wonderment. The performance was repeated, enhanced by the benefit of added experience, when Dave installed his second chair lift this fall, a big, high-capacity double chair lift engineered by the Riblet Tramway Company of Spokane.

A solid, spacious warming house was started at the foot of the area in 1953 and enlarged repeatedly so that it now houses the restaurant, wash rooms, lounges, offices, ski rental rooms, ski patrol rooms, and a most complete and well-stocked ski shop.

The popularity of Mammoth, which now attracts hundreds of skiers every weekday and thousands on weekends, has led to considerable rebuilding among the existing lodges, such as the old-timers’ traditional meeting place, at Mammoth Tavern; to the construction of several unique new resorts; and to great plans for additional hotel and real estate developments in the general area.

Meanwhile, Dave is pursuing his

Here joyfully manning crane, McCoy takes pleasure in mechanical things of all sorts and has an uncanny knack with them; during lift construction, he amazed even graduate engineers with his know-how





Mammoth's first chair lift was built in 1955, long after area had achieved major importance on the strength—and speed—of its rope tows, steep runs and marvelous snow conditions. Eventually McCoy hopes to build big luxury "sightskiing" lift to true summit of Mammoth hidden behind slopes in picture

dreams of Mammoth's ever-expanding future. As Roma says, "Dave'll never have any money because he keeps putting it back into the mountain." Economic conditions permitting, Dave plans additions to the uphill conveyances which already can handle a good-sized crowd: Pomas to replace rope tows on beginners' hills; perhaps another chair lift higher up, into the "Saddle." And finally, an aerial tramway or gondola lift to the top of Mammoth to crown these efforts, making the peak with its beautiful views down the Owens Valley and up into the High Sierra wilderness of the

many-spired Minarets a great summer as well as winter attraction, and opening up miles and miles of hitherto unexplored ski runs on the back side of the mountain.

Thus Dave McCoy's skiing empire has grown and continues to grow. Dave has grown with it in business stature, but in his person he has stayed essentially the same; his head has not grown like his area. And therein, as much as in its beautiful slopes and fabulous snow, lies a good reason for Mammoth's popularity among those who love skiing at its best.

—Wolfgang Lert

Joring in the Prop Wash



Who's this? Why, it's Louis Cochand, proprietor of Cochands' at Ste. Marguerite, P.Q., at the age of seventeen (an indeterminate number of years ago) giving the flight test to a contraption of his own design and construction. The propeller, for example, he painstakingly carved from a solid hunk of rock maple. Its purpose: ski joring on the lake. Its performance: nearly took off. Result: abandonment, and a happy memory. The gadget simply proved too cantankerous, dangerous and noisy for the peaceful atmosphere of the Cochands' Quebec resort.



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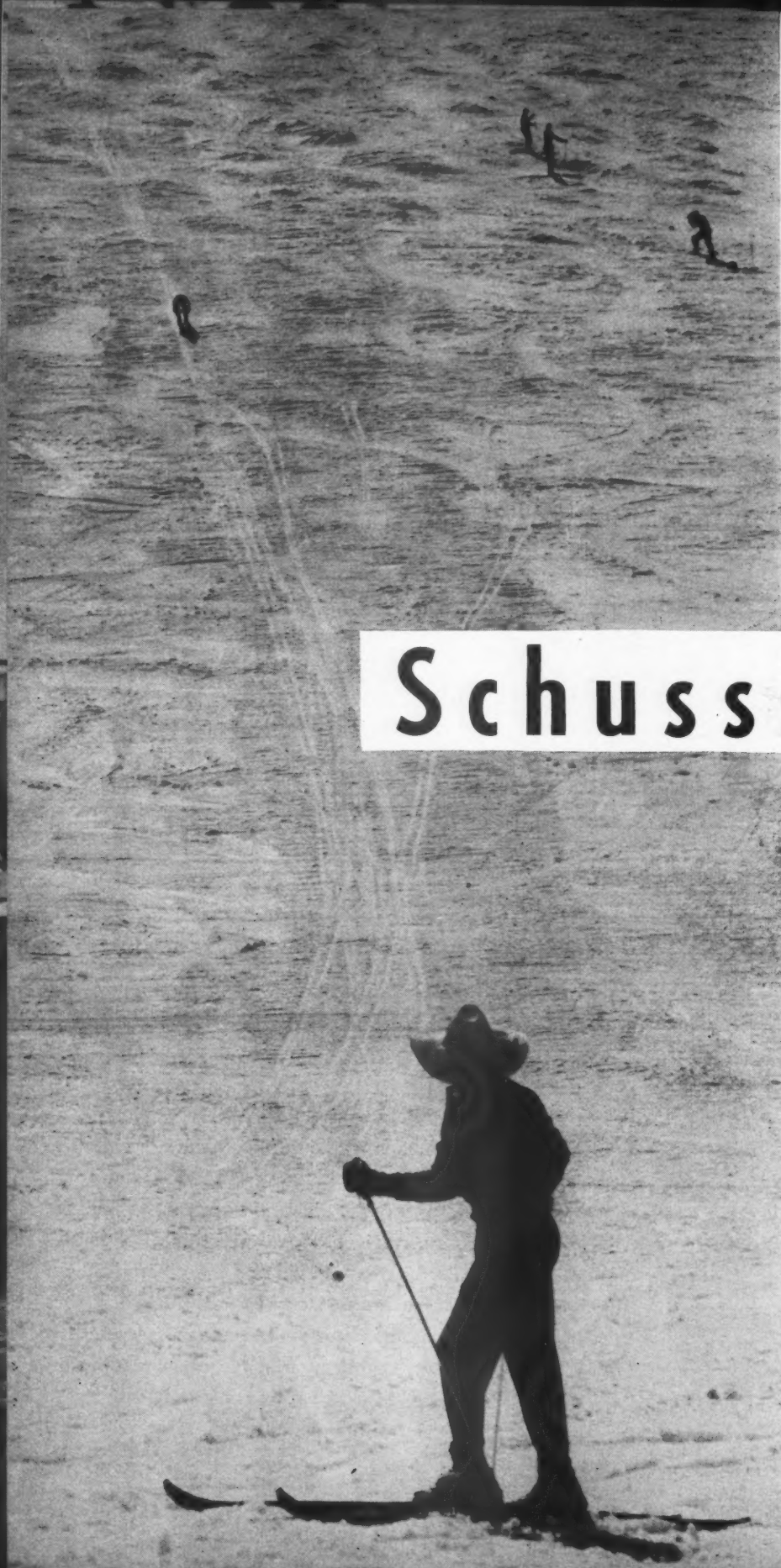
Ski Sweaters

◀ Norse House Edith model imported exclusively from Sport Alm of Kitzbuhel has contrasting roll neck, is available in six color combinations at about \$30

Jantzen sweaters feature ▶ interesting neck treatment, decorative trim. Tyrol model (left) has three-button neck placket, chevron trim; Royal Dane has argyle trim, surplice neck opening



What's happening in ski sweaters? A veritable revolution is taking place, much like the one that just a few years ago transformed the parka from a drab, utilitarian garment to the very focus of fashion. Again, the reform originates in Europe (as at left) and is furthered by our domestic makers (as Jantzen, above). Gorgeous new designs are to be seen at every good ski shop these days. And some of the popular features, such as the roll neck, is not only stylish but extremely warm and practical—in case you care!

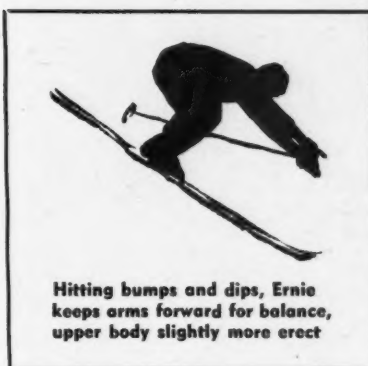


**At Mammoth Mt.
training camp,
Ernie McCulloch
gives pointers
on how to stay
on your feet
while keeping low
and going fast**

Schuss: THE MOST

Photos by
Emery Woodall

**Wearing straw hat,
coach Ernie McCulloch
watches Ski Club Alpine
trainee take practice schuss
at sixty miles per hour**



* For more discussion of schuss positions, see Ernie McCulloch's book, *Learn to Ski*

T DIFFICULT SKILL IN SKIING



Osbjorn Karlsen has trouble keeping skis on snow while retaining relaxed position. Ernie later suggested he bend his ankles and carry his arms wider on bumpy stretch

Following practice downhill session, McCulloch mimics trainees' most common faults while schussing—weight too far back, body too erect and knees locked together so as to cause riding on the inside edges and speed loss





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Pep Up Your Ski Movies

**Here are tips on stock shots
that will help lift your film
above the ordinary in interest**

by JOHN UPJOHN

SKIERS are camera bugs. They under-expose and mis-edit film, ruin cameras with snow, and purchase equipment with a vigor, stamina and enthusiasm which is sheer joy to the camera industry.

In upcoming issues of *SKI*, we'll discuss ski movies, the homemade kind, and we'll discuss them in a way which you will find makes you a better moviemaker. The articles will be full of useful, basic information—nothing else.

This month, we're talking about stock shots—specifically eight scenes which exist on any slope but aren't often seen in the home movie. First, a few general guideposts.

Watch the pros. Hollywood may gild the lily, and stereophonic the sound; nevertheless, Hollywood has the pros, the technically proficient. Watch their techniques.

Then watch the greats of skimovie-making, the Jays and Millers. Check under the bed (for magazines not photographers) and dig out the November '55 issue of *SKI*; Victor Coty's article is loaded with help for the ambitious ski photographer.

Ski photography is remarkably easy. Mr. Eastman and Mr. Ansco correct yours errors to an astounding degree. Why then, are Mr. Jay's movies better than yours? Two reasons: professional movies are planned and edited with precision—a slice of work involving hundreds of man-hours. Also, Mr. Jay is a professional; this is his work. This is the way he earns his hot buttered rums. The professional thinks and sees in terms of motion pictures.

The professional is a bit more generous with film. Even Hollywood



STRETCH PANTS

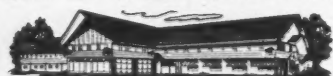
Ladies, the Stretch pants that offers the best in fit, comfort and styling. Black background with white stripes, dark red or Royal Blue stripes \$55.00

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scraps a generous slice of finished footage. Shoot enough, and discard enough, and you'll have superior pictures—but not necessarily a superior movie. This approach is a budget-breaker; film is too expensive for this sort of thing. So how does the weekend skier, fraught with the illusion of danger, camera in hand, scene in the eye, the Flaherty of the slopes, make a show which will keep his friends awake—better yet, keep them amused.

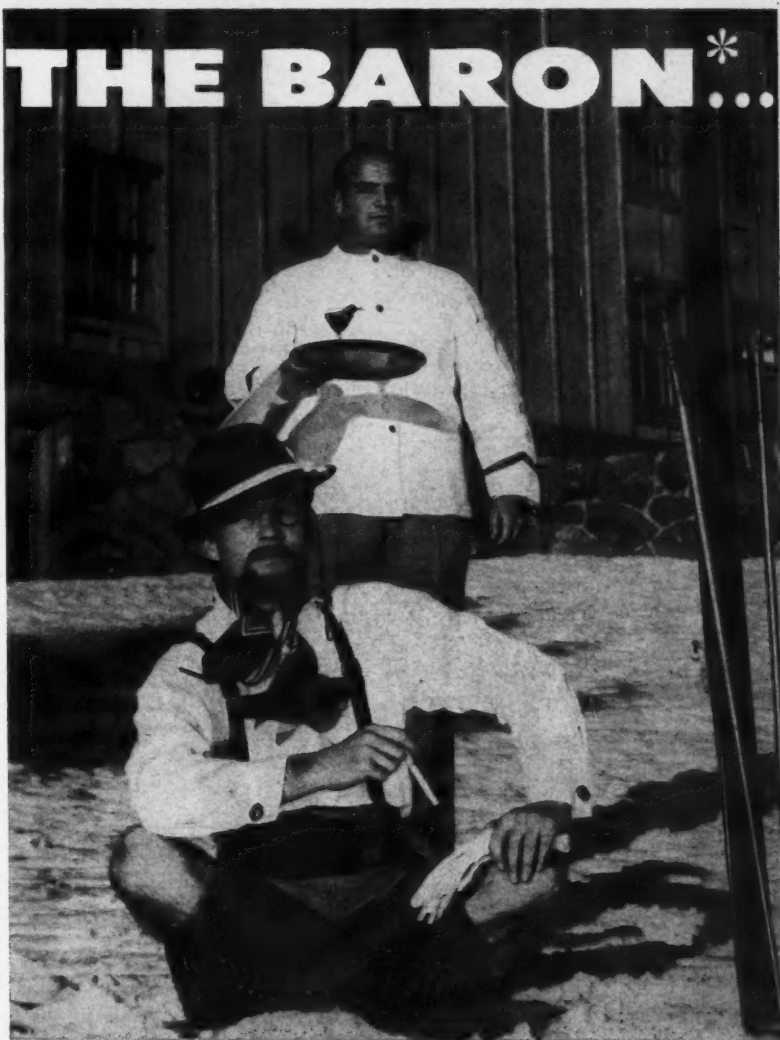
The problem isn't so great. Your friends already enjoy your movies (they say they do!); well, they're a frustrated lot, eager to get back to the slopes—besides, they are friends. Next time, though, give them the pleasure of seeing a finished movie, and give yourself the pleasure of producing it. Here's how:

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Iceicles may be corny, but you'd be surprised how a framed shot like this one helps enliven your film



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* Baron Wolfschmidt Elvis Von Lederhausen pictured at Timberline during a recent visit

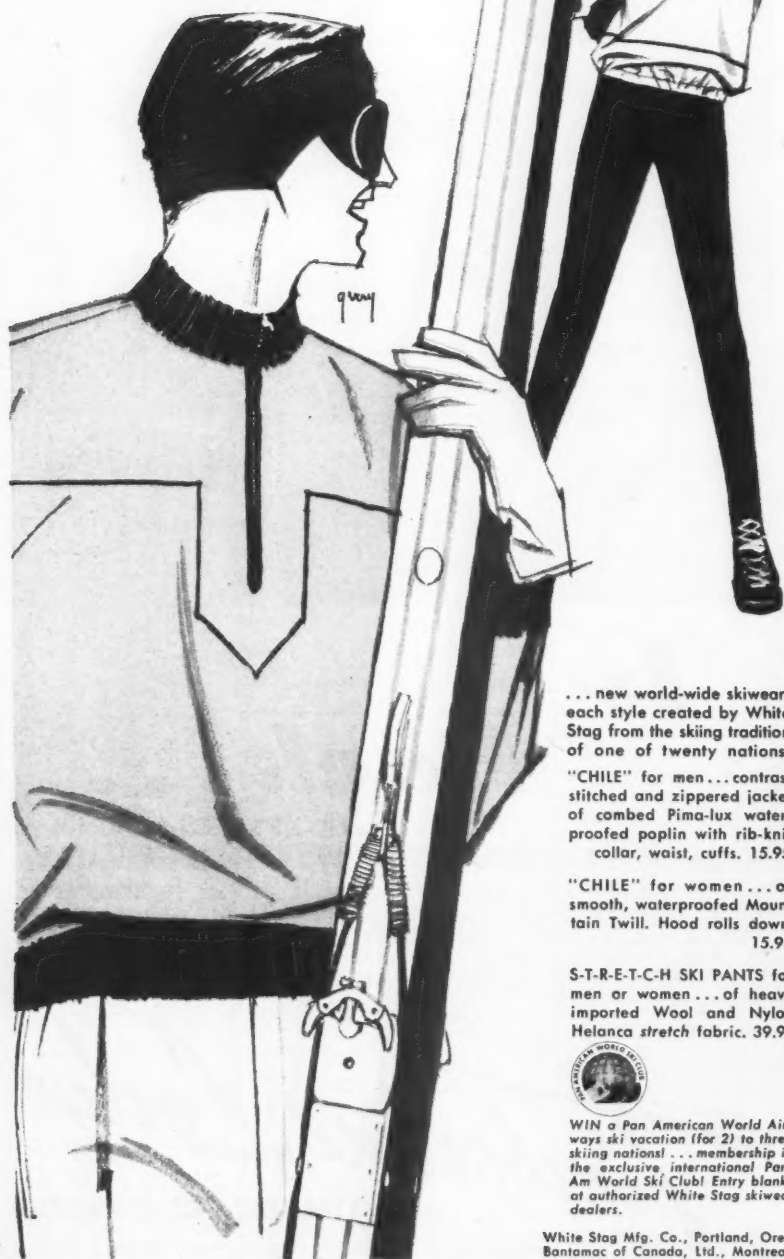
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into your next movie—scenes which will yank your next production out of the mediocre class. The core of the next movie will still be shots of skiers, but frost the cake a bit with these (excuse the titles; they're real corn-borers):

The small touch—not a five-dollar loan—is a series of rapid two-to-five-second shots which establish the atmosphere of your movie, and your trip: this is a gay vignette, a colored lamp-post, the swinging ski-school bell, a laughing face, laces being tied on the boots, a spectacular spill. Consider this sort of sequence as a starter. It will establish the mood.

Snow-glow: It's cold. Bright sun, clear sky. This is a skier's day. The conifers glow. The light eases through the thin snow on the needles. Here is the beauty of the ski slope; capture it. Shoot directly into the sun, but shield your lens from a direct sun-image with the trunk of the tree. Make it a closeup, but have a skier moving in the background. The glow of the sunbrightened snow will show in your



The combination of powder snow and good skiers is a movie must.

SKI, JANUARY, 1958

movie; you'll add beauty to your production (and while you're looking, you'll see beauty you missed on your last trip).

Now add excitement—the jump-turn. This is a natural, but you'll have to find a good skier, and you'll probably have to stage the shot (good skiers like to stage shots—ego-feeders). Have the skier come over the crest of a hill, down, and jump-turn 180 degrees directly in front of you (no mean trick so be glad you're behind the camera). Shoot from below and follow him. Use the sky as the only background for the first part of the shot. Shoot it in slow motion. You'll have excitement.

Frame it: Put any lovely scene in a frame and you will have a better picture. The frame: a Gothic window; a branch (have someone hold it if there isn't a tree handy); a leaded window; poles stuck in the snow.

Postcard view: "... and this is what we saw from our window" is standard fare for a heroic number of home



If you don't have such footage, this article tells how to cheat

SKI, JANUARY, 1958

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movies. Adds depth, coldness, mood to the scene. If there's a big icicle in front of your window, try this: shoot late in the afternoon and stop down slightly to pick up the reds. Decrease film speed to show the icicle melting (don't forget to compensate exposure). Easy—and it will make a potentially ordinary shot a high point of your movie.

Moon and the snow: Late afternoon: the shadows are long. This is the time to shoot snow. Show large groups of skiers but expose for the snow, not the people. This will give you a silhouette which—with luck—will look like moonlight hill of powder. While you're at it, get a few quick shots of snow texture, herringbone tracks, and the iced and ribbed path next to the tow. These are the sort of scenes which should be followed by a detailed film study of the ritual of the posset or the quicker hot-buttered rum.

Follow shots: Following a skier is stock-and-trade footage for the pros, and a number of mounts have been devised to hang the camera on a ski. But you can do a reasonably good follow shot with no extra equipment. Keep both eyes open, one for the viewfinder and the other for wandering obstacles, and simply ski behind your subject. Speed up your film to 24 fps (and stop down 1/2 stop) and this will smooth out the bumps. Actually four or five seconds of bouncing rollicking scenes give watchers a feeling of empathy (also vertigo). Don't be afraid to try this because you have heard it is hard. The difficulty is much overrated.

The big secret: As a final fillip, add deep-powder shots of top skiers, and just in case you haven't been near any such skiers (or powder snow), Warren Miller sells footage by the yard to eager film makers. This may strike you as being parallel to Isaac Newton buying his trout at the A & P, but you're friends won't know it—and they will enjoy the show!

One word of caution (Vic Coty said it): "When you finally assemble the ski film you have dreamed about, and find the enjoyment it creates for others, you're really hooked. Now you're a photographer, not a skier—so skier beware!"



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SEMI-FINALS OF THE FIS

**Racing fans will be watching
results of Lauberhorn and
Hahnenkamm races this month**

by ROLAND PALMEDO

TO THE skiing public which is contributing nickels and dollars to send a U.S. team to Europe, the world alpine championships are an event that will take place at Bad Gastein, Austria, February 2 to 9. That, strictly speaking, is true. Yet to the competitors taking part, the FIS itself is but the last act of the drama, the climax in a series of events which determine national and individual supremacy in skiing. During the first two acts, the principal characters emerge; their fate hangs in the balance, while that of others is decided; suspense builds up to a terrific pitch.

The first two acts take place this very month. They are the Lauberhorn, held at Wengen, Switzerland, January 8 to 11; and the Hahnenkamm at Kitzbühel, Austria, January 17 to 19. These great races are not merely trial runs or practice sessions for the FIS. They will be as hotly contested as the FIS itself.

The racers will all try hard to win, even at the risk of injury and of missing a chance at the world championships. Some will drop by the wayside, others will emerge as potential world champions. Not only is it possible to guess the FIS high placers from the Lauberhorn and Hahnenkamm result sheets, but performance in these "semifinals" strongly influences the seeding of competitors in the starting order of succeeding races, including the FIS. Thus a competitor or team that does well in the Lauberhorn may have a better chance to score in the Hahnenkamm and a still better chance in the FIS. Finally, to win or place in one of these races is a great distinction in itself, sure ground for enduring fame in the world of skiing.

In Europe, America's Bud Werner is remembered for his tremendous performance in the downhill at Kitzbühel two seasons ago. Olympic



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**Walter E. Haug—
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champion Toni Sailer tells the story in his book, *How I Became a Three-Way Olympic Winner*. Starting fourth, Bud rattled down the icy course in barely over three minutes. One by one the best skiers of Europe, including the other members of the Austrian team, tried to match Bud's time and failed. For a dreadful half hour it seemed to the Austrians that an American was going to beat them on their own home grounds—till Toni Sailer clipped his time by a healthy two seconds. Werner's dramatic defeat in this distinguished event brought him as much fame as a victory might have.

While training at Kitzbühel that January, one of our most experienced women competitors, Katy Rodolph, was injured and her Olympic hopes were dashed. Another of our most promising Olympians, Les Streeter, was also injured in training. The "breaks" this month, both good and bad, will to a large extent determine how well our team members do at Bad Gastein.

There are some ski competitions which, although conferring no championship titles on the winners, carry great prestige. They have acquired this prestige because, year after year, the best skiers have taken part. Such an event in the United States is the Harriman Cup at Sun Valley. In Europe, the noblest of all is the Arlberg-Kandahar, always the last big international race of the season. Close behind come the Lauberhorn and Hahnenkamm, which are always held in the month of January, and which assume particular importance in the years that Olympic and world championship races are held.

The Lauberhorn was first run in 1930, and it has been held annually ever since except in snowless 1933. Alpine racing was in its infancy then, and the Ski Club Wengen wanted a big international race as an inspiration to local youth. Collaborating with the SAS (Swiss Academic Ski club) and DHO (Down-Hill Only club), the Wengen club planned the event with that scrupulous regard for proper organization which has earmarked every Lauberhorn since and served as a model for all major alpine competitions. A special downhill course was mapped out, cleared and groomed, and for the first time in history a permanent telephone connection between start and finish was installed. During the previous winter, a training pro-

SKI, JANUARY, 1958

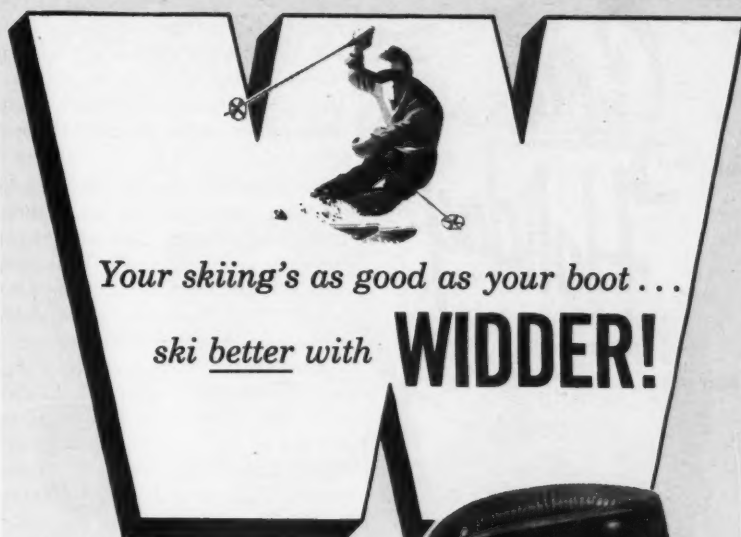
gram for race officials and gatekeepers was held. Course setter was none other than Arnold Lunn, father of the slalom. Four nations were represented—the best skiers from the SAS, Kandahar and DHO clubs, from Innsbruck, Munich, Davos and nearby Grindelwald and Mürren.

The big favorites were Lantschner, Reinl and Faude, the three musketeers from Innsbruck. To everyone's surprise a local boy, Christian Rubi, won the downhill and another native, Ernst Gertsch (now for several years head of the race organization), tied for first in slalom with Bill Bracken, the bashing Britisher. It was quite a race. Owing to bare spots higher up, the downhill course was shortened; but the racers—some without steel edges, all with leather bindings and Amstutz springs—had to slew their way over a mile of windswept ice to the finish. After Rubi the British took the next three places, and what a proud day it was for them and their Swiss hosts!

For three years the Anglo-Swiss rivalry prevailed, till in 1934 Adolf Rubi of Wengen led a Swiss clean sweep with three first places. Those were the years of the Steuris, Fritz and Willi, the von Allmens, Fritz and Ernst, Arnold Glatthart, Karl Graf. In 1936 an Arlberger appeared on the scene who was destined to win three firsts, five seconds and four thirds in four years—Willi Walch, whose racing style very closely approximated that of today's wedelers.

The greatest individual record to date, however, has been set by Karl Molitor of the home club. In ten years he won eleven firsts, five seconds and two thirds, a total of eighteen placings. It is true that many of these were won during the war years, when the entries were all Swiss, but in the post war years "Moli" showed his heels to such stars as Colo, Edy Rominger and Couttet. The Germans did their best in 1939, when they took four of the nine places. 1948 was the Italian year, Colo and Lacedelli winning five of the nine top slots. 1949 and 1950 were the last big years for the Swiss—they lost only three places out of eighteen in the two years.

Since then the Austrians have dominated. In seven years, only Stein Eriksen, twice, and Martin Julen, once, have been able to cut into the Austrian monopoly of first places. Sailer has won the last three down-



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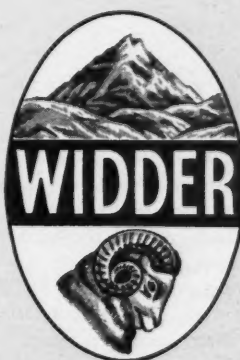
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hills, Molterer the last two slaloms, Rieder the last two combined titles. Best performance by a non-European: "Chick" Igaya, sixth in the slalom in 1956. Best U. S. performance: Ralph Miller, ninth in the downhill the same year.

For nineteen years the Swiss Ladies Ski Club has organized International Ladies Ski Races at Grindelwald concurrently with the Lauberhorn races, of which they are the feminine counterpart. These include a giant slalom and a five-kilometer cross-country.

The Hahnenkamm races are always held the weekend after the Lauberhorn. The course for men is the Standard run on the Streifalp, which has a drop of about 2,800 feet in 1.75 miles, starting from the top of the Hahnenkamm. The first third of the run is very steep (the so-called *Mausfalle* or "mouse trap"). In the middle part of the course, trail sections cut through the forest alternate with schusses and steilhangs. The two steep finishing slopes, the Oberhausberg and the Ganslern, can be observed from the stands on both sides of the finish line.

The Hahnenkamm races were first organized in 1933 and were run annually until 1939. They were resumed in 1946 and held in each following year with the exception of 1952, when Kitzbühel was the scene of the International Ski Week.

In 1956, when the U. S. Olympic team participated, the winner of the downhill, slalom and combined was Toni Sailer, of the local ski club. Sonia Spierl of Germany was the surprise winner of the ladies' downhill; Astrid Sandvik of Norway was first in the slalom and the combined.

"Bud" Werner distinguished himself and the U. S. team when he took second place in the downhill and the thirteenth in the slalom, which produced the third position in the combined rating. Ralph Miller did almost as well, being fourth in downhill, eighth in slalom, and fifth in the combined. The other U. S. competitors did not ski up to their ability, except for Andy Lawrence in the slalom.

How well our team will do this month I dare not predict, but we can be sure our skiers will try hard—too hard, say some critics of a too-strenuous training program. If any of them place high, we have reason to be proud of their accomplishment, regardless of how well they place in the world championships themselves.



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SKI, JANUARY, 1958

Actor Toni Pans Squaw

The champ speaks his mind on skiing in the United States

TONI SAILER ought to be in the movies! During the handsome Kitzbüheler's visit to this country last winter, skiing bobbysoxers and more mature admirers were making noises to this effect.

Well, the inevitable has come to pass. Toni is starring with Horst Buchholz and ingénue Ingrid Andree in a Georg Richter production called, "A Piece of Heaven," which had its premiere early last month in Hamburg. Toni plays a romantic forestry student, and according to reports not only looks the part, but speaks it. Now, for Toni to speak his own lines in High German is quite an accomplishment, because normally he talks a Tyrolean dialect so thick the Hamburg audience would need subtitles to know what he was saying. He was paid—a beginner's salary—for his work in the film, and the only skiing he does in it is water skiing.

Between acting and several hours of hard training every day, Toni spent a busy summer. For newsmen he had only monosyllables, till on one of his fast weekend drives in his Fiat from Munich to Kitzbühel he gave Austrian Ski Association press chief Toni Ducia an interview worth recording here. Sailer was quite candid and said things he was too polite to say to SKI editors in this country. Ducia asked him:

"How were things in America? Did you learn anything over there?"

"Not about skiing, naturally," Toni said. "The only world-class American is Buddy Werner. Outside of him, the field is pretty bare."

"So you boys think he'll be a factor at Gastein?"

"Yes, but he'll have a hard time hitting his form, because over there he has nobody to measure himself against."

"Are their downhills the reason they don't place so well?"

"Maybe racing isn't pushed so intensively over there as it is with us. Of course, the courses are at fault, too. The reports from Squaw Valley weren't exaggerated."

"What bothered you most about the

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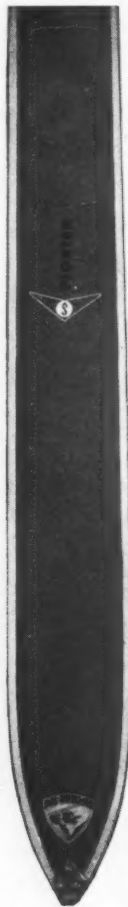


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HANOVER, N. H.

man-made obstacles on American race courses?"

"Over here the dips and bumps in downhill runs are 'natural,' I would almost like to say: reliable. Over there they shovel them out and pile them up at night, and then ski them down during the day, and the next day, there they are again, but different—higher or steeper, maybe even in a different place. So it happens that a five-foot-high wall of ice suddenly grows six inches overnight, and while you could just barely jump it in training the afternoon before, you can't make it any more. These runs that change every day are much more dangerous than they are difficult. Also hard to calculate, and deceptive. And too, I think most of the spectators came just to see spectacular spills. They weren't disappointed, either, because Anderl and I were the only ones to get through without falling."

"Was it really so difficult getting used to the food and climate?"

"Not so much that as the time differences. I couldn't break my old rhythm. My body simply didn't recognize that the clock was set back. I'm used to sleeping nine hours and waking fifteen. Over there I was always tired at three in the afternoon, and I couldn't sleep after four in the morning."

"The other Austrians had the same experience. Did you really feel like coming back home again?"

"Yes, we certainly enjoyed seeing everything over there, but there isn't any place as beautiful as here. Of course, we've been spoiled by the sympathy of the spectators over here. Everybody knows us and we feel well-liked. Over there hardly anybody is interested in the racers. Also, the distances are too great. Everything gets lost in that big country—the spectators and the enthusiasm."

Then Toni spoke with great enthusiasm about his and Josl Rieder's reception in Japan, where they stopped briefly to put on a skiing exhibition on their way from the west coast back to Austria. He spoke of the thousands of spectators, the popularity of the sport there, the way he and Josl were virtually overcome by the generosity and goodwill of the crowd seeing them off at Tokyo airport.

Can we learn something from Toni's comments? Does skiing, particularly racing, suffer from public indifference and lack of amateur enthusiasm in this country?

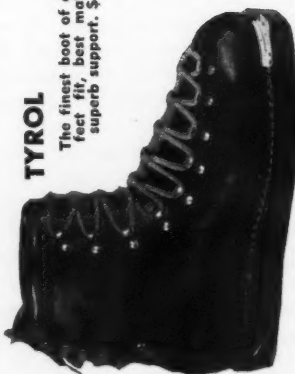
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To anticipate the needs of the increased number of skiers three new trails have been completed. The first, from the Bell Mountain Saddle, will parallel the present Seibert Trail and lead into a completely re-vamped Collins Gulch, where fill has been placed, to make a vastly improved area throughout.

Secondly, a new trail runs from the One Leaf into Tourtelotte Park and the third leads from the bottom of Buckhorn through to the lower Dipsy Doodle.

Other improvements have also been made with the elimination of rough spots on existing trails.

These improvements promise the best skiing yet for the coming year."

How to be a Ski Bum

Why not take off and go skiing?

by PAT NEAL

THE SIGHT of snow actually makes me ill—that is, when I am inside looking out. I am a confirmed skiing fanatic. Once I was a gal who sat peaceably at her typewriter, obeying the dictates of a kind but totally unsympathetic boss, who detested skiing. Now I am divorced from office routine, a steady income, a promising future: I have passed under the magic wand of the ski resorts and have been transformed into a ski bum. And I love it.

It was a rapid-fire transition. When I requested a mid-winter leave in order to ski, they turned me down flat. So I quit.

A day later I arrived in Aspen with my suitcase, my skis and no job. What a spot! Mountains all around me, shimmering like silver in the sunlight, covered with tons and tons of glorious snow. Momentarily I was spellbound by this newfound beauty, then suddenly dismayed. I shook off my feeling of elation in the terrible realization that no more pay checks would be arriving for this little gal.

Aspen has the flavor of a college town. Boys! Boys! Boys! Just two days after my arrival I had a date with three of the nicest and handsomest men there. Sounds like I had a monopoly. Not really. We became pals: where one went, we all went. They liked me and I them. Nothing complicated. Just fun.

When they found out I was jobless, I automatically had a three-man employment agency working for me. They found the perfect job. All I had to do was phone the manager of the "Sundeck," and it would be mine. I did as directed. When the manager told me he could offer only three hours' work and pay per day, plus a lift ticket and my noon meal, I said, "Thank you, but no thank you," and hung up.

When I told them of my decision, the boys informed me I had goofed. Immediately they clued me in on the advantages of such a job. First of all, they explained, it didn't matter what you worked at as long as the job fur-



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nished bodily sustenance, a roof and ample time to ski. The ski lift ticket is all important—without it you cannot ski. They demonstrated that since a single ride cost \$3.50, an all-day ticket five bucks, and a season pass 150 smackeroos, it becomes economically not a matter of choice but of necessity that I accept the free lift ticket. They wanted to know what human being couldn't find it possible to live on one meal and an occasional sandwich.

And the hours! On this point of complaint they told me I'd better go back to North Warren, Pennsylvania, if I hadn't the common sense to appreciate all the free time a three-hour-a-day job gave me to ski. After their tirade, I didn't dare mention my objection to the pay.

The following day I became, a ski bum. I took the job at the Sundeck.

I began each day by skiing. Often I arrived so early on the slopes that I was the only skier there. The boys would join me when they could. I learned a lot from them. They were fast, almost too fast for me; that is, until I caught up with them. It wasn't speed that I learned from them, but timing, which did more to improve my skiing than anything else.

We'd ski until eleven, then I'd report for work. I was constantly hustling but never too busy to eat. I ate in accordance with the boys' instruc-

tions: not in one gluttonous gulp, but in a process of gradual assimilation. The amount of food that can be consumed in nibbles is almost fantastic. Exactly at two I flew out of the Sundeck and on to the slopes and skied like mad until the shades of evening drove me indoors.

Normally such a fast pace would have worn me out in no time flat. But I was here to ski. This was my ski holiday. Every second on the white hills, as well as the hours we spent talking about skiing, were ultra-precious to me. I was in love with Aspen, and honestly felt that Aspen was in love with me.

The boys were absolutely right. At least I was coming remarkably close to breaking even with my work at the Sundeck. Best of all, my skiing had improved so much that the boys told me that when I returned the following year, I could earn my keep as a ski instructor. They exaggerated, but I definitely was skiing better because I found fewer skiers to gasp at, to admire and wish I could emulate.

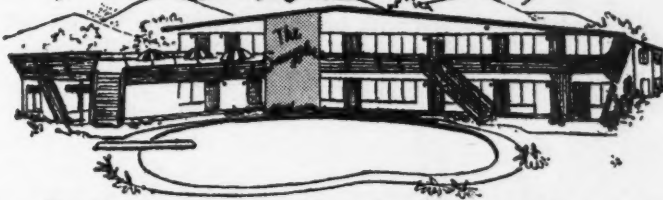
So here I am at home again. Will I go back to Aspen? That's hard to say. The boys are a big temptation. But you can bet your bottom dollar that this month will find me someplace where I can sink my knees in fluffy powder snow. Maybe you'll be there too—who knows?

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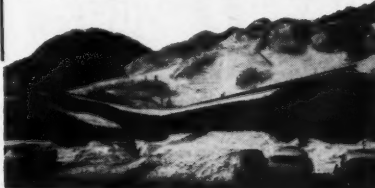
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A great storyteller relates how skiing came to the children of Lech, in the Austrian Tyrol, scene of a famous annual ski race for youngsters which, in actual fact, Ludwig Bemelmans helped to inaugurate and foster.

In the high world of the mountain tops lived Tobias Amrainer, a hunter, his wife and five children. All was peaceful till the officious official arrived from Vienna with instructions to build a cable lift to haul materials for a power project—right over the Amrainers' mountain hut. When Amrainer threatened the official, he and his wife were arraigned. As the story opens, the couple are about to descend to the village.

How Skiing Came to Lech



by Ludwig Bemelmans

PEOPLE like the Amrainers are not rich enough to own skis; they are happy if their boots hold out. The parents left the children with enough food for the three days that they would be gone, and set off on the morning of the fifteenth to go down to court. It was snowing big soft flakes in such masses that one could barely see one's outstretched hand. It had been snowing on and off for a month, and in places the two sank in up to their waists before their feet found solid snow to support them. The trip down to the village took four hours, and they came half frozen to the inn just as it began to get dark. Down in the village, the white blanket reached up to the windows of the houses, and the roofs carried the heaviest loads of snow that the oldest villagers could remember.

Up above, the wind had smoothed out all the landscape—the roof of the hut was one with the boulders and the ground. Only the smoke issuing from the chimney and a small clear space in front of the door identified the house.

The next day there was a sudden change in temperature and that in this region is one of the signs of danger. At noon, the burgomaster issued an order closing all roads, and signs went up that said, "Avalanche."

The greatest catastrophe in the Alps occurs when immense masses of snow are thundered towards the valleys from high up. They are set off sometimes by the sound of a shot, the ringing of bells, even by a loud cry. The avalanche seems often to wait for some such signal. It starts slowly, and then it gathers strength. It rolls at first like a snowball; a second later it is as big as a goodsized building. And on the way it takes on terrible power, becoming an immense white shroud weighing thousands of tons and moving as the wind. It thunders down, taking with it all that is in its path, breaking hundred-year-old trees like matches, bowling down houses and boulders. Man is powerless; he stands and trembles while the avalanche takes life and property from him.

The court was in session. The preliminaries took up a good deal of time and a recess was declared at 3:00 p.m.

The gendarme stepped outside. "Thou art lucky thou came down in time," he said to Tobias Amrainer.

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SKI, JANUARY, 1958



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pointing at the sign that closed the road. "It looks bad up there."

The old burgomaster said the same, looking toward the mountain top. The sky was the purest blue and the sun shone brightly. The top of the mountain was clearly visible, and a fluttering white banner appeared to be attached to its highest summit—it was the wind blowing powder snow from the top out into the blue, in the way it plays with the water from a fountain.

Old Florian joined the group and looked up. "When dost thou think she'll come down?" he asked.

"Oh, I'd say at sunset time," said the burgomaster, who had lived his long life at the base of this mountain and knew its moods. He turned to Amrainer and said, "This time she'll come right down over thy house." Amrainer looked up and he started to run.

The people of the Alps are in the presence of danger all their lives, and they waste no time on crying or wringing of hands, even when their own are concerned. "The children are up there," was all Frau Amrainer said, and these words, like the cry of "Fire," ran through the village.

The priest had no time to pray. He looked up the mountain and said, "How much time have we before the avalanche comes down?"

"Not much," said the burgomaster. "Two hours at the most." They looked at Amrainer, who was fighting his way through the snow and sinking to his arms at every step. They shouted to him to come back.

"It'll get thee too, Amrainer, unless a miracle happens."

"She'll start off at five o'clock, and nobody will last through it," said the burgomaster.

"We'll make it," said the priest.

"But how, in the Lord's name?"

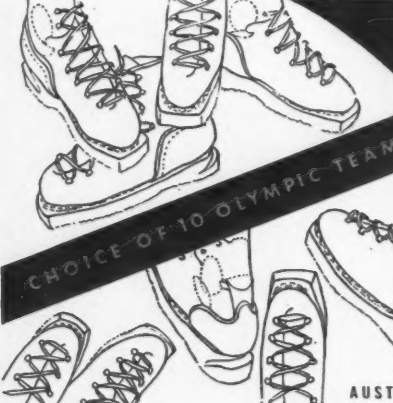
"With the machine. Follow me," he said to the gendarme.

They ran toward the administration building, some hundred yards in back of which stood the lower terminal of the cable lift.

Since the trouble with the Amrainers, the Oberministerialrat had rearranged his office, making it difficult for anyone to get to him. There was an outer room, with a clerk seated at a desk; then an inner room, with a second clerk; and finally, behind a door on which was lettered "Private. Keep out." sat the official.

The men entered and brushed aside

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the clerk, who offered them a paper to fill out; and they passed the inner clerk as well. As they broke into his office, the official jumped up from his chair. He screamed at them.

The priest explained in briefest words what he wanted. "We want to use the cable car immediately. Give us the keys!"

The official was pained at the lack of respect shown him. It took him a while to speak.

"First of all," he said, turning red, "it is against the regulations to allow the use of the cable car for any other purpose but that of transporting materials. It's unsafe. Secondly, even if that were not so, I have no reason at all to accommodate these people. They threatened and insulted me; in fact they tried to prevent me from building the cable car. Third—" He started, but did not finish, for he had looked at the men, and he saw his dignity threatened. The gendarme had come close to him, and the priest said, "Give me the keys."

The official opened a drawer and handed the keys to the priest, who, urging the others to make haste, ran ahead.

The official watched them running through the snow. Turning around, he banged his fist on the desk, and seeing the secretary and the draughtsman standing near the door, he screamed at them:

"What is it you want?"

The two pale, trembling reeds of the civil service, standing together, took courage. One of them pointed his bony finger toward the mountain top and stammered that five children were marooned up there in the path of the avalanche, and that the only way they could be rescued would be by means of the cable car.

IT WAS then, suddenly that the miracle happened. The official became human. "Good Lord," he cried, "they don't know how to run the machine." He instructed the draughtsman to switch on the power immediately. He picked up his fur hat and put on his overshoes, and then he ran out to the construction shed.

"Wait for me. You'll never get it started," he shouted, carrying his eyeglasses in his outstretched hand. The fur hat fell off his head. He ran on. With the flopping open galoshes, he looked like a fuzzy bird flying upside down as he staggered through the snow. Once in the motorshed of the

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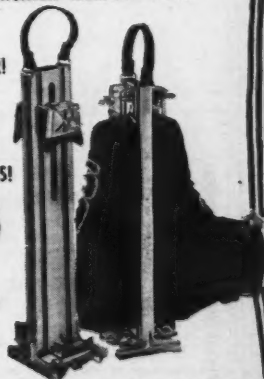
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cable trolley he took over and worked like a mechanic. The men were sent back to get their skis, and when they returned, the machine was ready to move.

The official himself stayed at the controls. At a signal from the cobbler, he moved a lever and an iron bucket swayed toward the loading platform. As a good skier and one who knew the exact location of the hut, the gendarme got in first. He sat down, the skis and the skiing poles were given him, and the bucket moved out. The burgomaster was next. Then came the priest, who was an expert skier; next, the teacher; and last, the postman. They moved slowly, swaying out from the shed; and then the official pushed the lever forward again and the cable yanked the buckets along at a speed of twenty miles an hour. They floated upward past the first mast, clickety-click. They moved straight up, soaring to the second mast, to the third, and so on, all the way to the fifteenth, where they went out of sight.

At the sixteenth, the gendarme, looking down, saw Tobias Amrainer struggling in the snow below, and he shouted to him to go back. The rescuers became visible again from below. As they came to Mast 73, they

were black dots on a black thread. At Mast 84, they were to jump.

They would pull a dumping latch that was attached to the end of the bucket, and the bucket would turn, dumping them into the snow at a point sixteen feet below.

It was 4:35. In the small clearing in front of the house the children stood waving and smiling, with no knowledge of danger.

The gendarme had jumped and disappeared in the deep snow, and after him came the priest. Each time the cable went "clickety-clack" another man and his skis came down and sank out of sight. It began to look as if the trip were all for nothing, because each man was caught in some thirty feet of snow. The gendarme cursed in his hole and said that now the avalanche would get them also. The priest rowed with hands and feet and succeeded in packing the snow down, enabling him to raise himself step by step. As one man got out he helped the next, and so in a space of time that seemed much longer than it was on the clock, they had struggled up to the hut of the Amrainers. It was now 4:45.

The people below crowded in front of the church before the picture of

Saint Christopher, and they prayed loudly for the rescue of the children. Tobias Amrainer, having returned to the village, made a vow that if they were rescued he would never poach again.

In the hut Mary had put coffee on the stove, and cut some bread for the men and put cheese on a plate. The children were still unaware of the danger.

"Child, we have no time to drink coffee," said the priest.

The men were busy bundling up the children. It was decided that the best way to bring them down was to put them into the canvas rucksacks that the men carried on their backs and have them put their arms around the necks of the men. The gendarme said to the men, "Follow in my tracks, but take time; thou wilt go faster than I will. We'll start now."

He walked out with little Christopher standing in his rucksack. He put on his skis, took two steps out of the clearing, and climbed sideways out to the snow. There he turned.

"Hang on, and don't be scared," he said.

At the beginning he hardly moved. He sank into the soft snow up to his knees and he had to push one ski

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forward under the snow and then the other, until he had gone ten yards. Here the descent grew steep, and slowly he took on momentum. As he went down, his speed increased. His weight was lessened and the points of his skis were only a few inches under the snow. As he again increased speed, the points threw snow, in the way that the waves play off the bow of a speedboat. He struck solid snow farther on in a place from which the sun had gone for a while, and shot down.

The next skier had it easier, for he followed in the gendarme's tracks. The third one had to steer into fresh snow occasionally for now the tracks were too fast. All of them came down within one minute of each other. They stopped on a hill near the village and the parents came running toward them. It had suddenly become cold and dark.

"There she comes," said the burgo-master. They all looked up.

There was at first a sound as if someone had whistled for his dog and was answered by a police siren, and then the sound grew to the volume of ocean liners moaning in heavy fog, as if cannon were being shot off all around you, and the world were end-



Rudolf Rominger, former world ski champion



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ing. Finally, with all the screams of animals and every sound of disaster, the avalanche came down the mountain.

The avalanche carried heavy wooden beams, like those of which the Amrainers' hut was constructed, as if they were broken matches. The biggest trees came along half-drowned in snow, the twisted fingers of their roots reaching out. A mighty wind ripped the snow from the other mountains and from the roofs of the houses in the village.

As if it were a mechanical toy the whole of the cable trolley came down. The masts were splintered, the cables whip-lashed for a second and then the iron buckets tore loose. For a moment they lay about and then they too were swallowed by new masses of snow. The earth shook again and at last the avalanche came to a standstill. Its last angry move was to splinter and throw a bridge it had taken down.

The father had little Christopher in his arms, the rest of the children clung to their mother; and when the terror was at an end, the gendarme turned around, and he saw the Herr Oberministerialrat with hands folded in prayer. He was pale, and tears ran down his cheeks. As he saw himself observed, the official quickly took off his glasses and wiped them. Tobias Amrainer and his wife and the children stood before him as he put them on again. The gendarme put his hand on the official's shoulder, and he said, "Thou needst not be ashamed—canst cry all thou wants to. Thou hast at last done something decent, and hast reason to be proud."

Amrainer held out his hand, and the official took it, and then the wife of Amrainer thanked him. He lifted up all the children one by one, and kissed them.

And court was declared closed the next day, and the case against the Amrainers was dismissed.

AND SO it happens that when a man once starts to have love for his fellow creatures, and does good, he can but continue to do so. The official's heart became warm, and even the expression on his face changed.

The day after the avalanche, the men of the village met at the big table at the Old Post. They had sat there ever since they were grown to manhood, and at this table, in a cloud of smoke, with the fewest words possible, the business of Lech, and of the



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mountains, was discussed. The burgomaster listened to what the villagers had to say. What was said was well thought over and after a short debate everybody nodded assent.

The burgomaster sat between the priest and the cobbler and they talked about what would be done about Tobias Amrainer. The official came in and asked if he might sit down. They made room for him, and he asked about the business at hand.

"Oh," said the gendarme, looking at the cobbler, "there's too much poaching going on up on the mountain."

"Yes," said the burgomaster, "and it's too much for the gendarme. We need a forest ranger."

"Take my advice," said the official, "there's no one better fitted for the job than Tobias Amrainer."

"That's what we thought," said the burgomaster, "but we feared thou wouldst raise a stink about it."

"Thou knowest me not at all," said the official, who now spoke the native dialect, with some difficulty.

It was decided that Amrainer should be the forest ranger, and that the village would bear the cost of a proper uniform.

"A gun he has already," said the cobbler, looking at the gendarme.

"My friends," said the official—and he began a speech that lasted half an hour. He spoke of his mountains, his village, his fellow peasants. He announced that the day of the avalanche would henceforth be a holiday in the village of Lech, and that in commemoration of it, there should be an annual children's race. Every little one on the mountain would be given a pair of skis and would learn skiing.



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News From Mount Snow

We are starting our fourth winter season here at Mt Snow and a lot of water has gone over the dam. At this time I can't help but look back on the tremulous days when we first opened. Our unique chair-trams were new and untried. The parking lots and the road a sea of mud. Many of you will remember that terrific ride in, and some days when you couldn't make it at all and we brought you in, in bouncing lumber trucks. We feel that we have good reason to be proud of our growth since those hectic days. Things are still hectic, but last year we believe our ski season was one of the largest in the world. Our lifts have a terrific capacity and they gave over one and a half million individual rides last season. We want to take a moment to thank you, the skier, for your interest and loyalty, without your help we cannot continue to grow. Weekend attendance was up, but the big surprise was in the mid-week vacation growth which was three times last years. We have gone all out to make this mid-week vacation attractive with a combination of lower mid-week prices and a special Learn to Ski Week. This package vacation offers a full week with unlimited use of Mt Snow's double chair-trams, plus ten, two-hour ski lessons with Mt Snow's Canadian ski instructors, plus seven days and six nights with breakfast and dinner at your choice of 38 of our 58 surrounding lodges, all for a total base cost of \$59.95, we call it the biggest bargain in skiing and it's popularity proves it.

Unfortunately most of you folks can ski just week ends, but the ideal time, if at all possible is to ski week days,

Mt Snow can serve you better then, with larger selections at our food counters, individual attention in our tremendous ski shop and our Canadian Ski School, no waiting for our lifts and uncrowded trails offering plenty of untracked powder. Interested? Write for our folder listing the Learn to Ski Week accommodations.

The very low price is not the only reason for the tremendous growth in popularity of our packaged vacation. Our Mt Snow Ski School is the very best. We have set up a separate department which amounts to virtually another ski school, with its own staff just to handle these special 5 day, 10 lesson classes. Truly it's the only way to jump ahead in your skiing. Teaching the famous Canadian Technique these special instructors can give you all the personal help you need to lift your skiing into the new light, graceful, easy way to ski. Orla Larsen and his very large staff have dedicated themselves to you. Their reward comes as you ski better, safer and enjoy new friends found in classes. Class lessons last two hours and cost only \$2.00 in books of ten or are free on the Learn to Ski Week. Private lessons are popular and available. Pick your man and you can have him! Whether you are a snow bunny or a boomer, whether you are learning snowplows or wedeln, there is a class for you.

Skiers are a wonderful group of people to work with. I'm looking forward to meeting you and skiing with you, come on up very soon.

Walt Scheonknecht

advertisement

Snowshoers of the Sierra

Oldtime skiers who could give our racers a run for their money

by ROBERT L. THOMPSON

WHEN YOU fasten on your skis and go flying down that mountain you, and thousands more like you, probably think that yours is the only generation in America that has experienced the exhilarating pleasure of the ski slope. How badly mistaken you are for skiing, or snowshoeing as it was called in those days, had its rabid fans in the days of your grandfather in, of all places, sunny California.

It is no wonder that the 1960 Winter Olympics are to be held at Squaw Valley, Calif. Along this belt of the Sierras is to be found the heaviest annual snowfall in the nation averaging 425 inches annually. Not far from here the famed Southern Pacific passenger train City of San Francisco was held captive by the snow for four days in 1952, and in the winter of 1906-07 the greatest snowfall ever recorded in the United States dropped from the heavens for a record 884 inches.

Is it any wonder that in nearby Plumas and Sierra counties is to be found the cradle of our great winter pastime? During the gold rush it has been estimated that there were 50,000 to 100,000 miners in these two counties where the snow lies and lingers for about five months of the year. The centers of population in the snow belt area in those days were La Porte, Downieville, Gibsonville, Onion Valley and Johnsville—all of which are not far removed from the status of a ghost town at the present time.

It soon became apparent to the first settlers that if they were to perform the most commonplace tasks of daily living during several months of the year it would be necessary for them to become masters of the snow. It was a matter of survival. These were the people that had crossed this great land of ours by ox team, foot and horseback, and after conquering

SKI, JANUARY, 1958

all of the tremendous physical barriers that lay between their eastern homes and the gold fields, they were not to be held in check by the ravages of a fierce mountain winter.

There is no authentic record as to when the first adventurous soul slid cautiously down a snow covered hill on something resembling a ski, but it is known that Norwegian skis were used in the Onion Valley region in the winter of 1857 where it was reported that twenty-five to thirty feet of snow had fallen. Ten short years after this the enthusiasm for snowshoeing had become so intense that the Alturas Snowshoe Club was formed in La Porte, the first ski club in America.

The skis used by these early pioneers were of fir and pine and of varying lengths. Eight feet sufficed for the traveling ski but the racing ski was twelve to fourteen feet long. The bindings consisted of a strap over the toe and a small cleat beneath the instep in front of the heel. A wooden pole about seven feet long with a wooden button on one end was used as an aid in climbing up a hill, and on coming down the other side you could stick this pole between your legs and ride it if you wanted to slow down or stop.

Did I hear you say that that was pretty crude equipment? In 1873 Tommy Todd traveled a measured 1,804 feet in fourteen seconds flat. This works out to eighty-eight miles an hour. Let's see you equal that with the super deluxe set of hardwoods that you just brought home from the ski shop.

Snowshoeing became such a normal part of daily living that it was here put to one of the oddest uses that it has ever been put to in the annals of America, or possibly in the world. Snowshoes were put on horses and by their use the Oroville-Quincy stage was enabled to make through trips all during the winter of 1865. These "shoes" were in use throughout this area for many years.

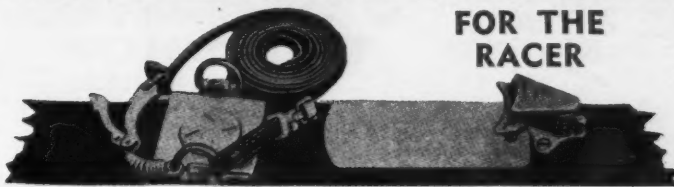
During the long winter months the early gold diggers had little enough entertainment to occupy their leisure time. One of the few forms of diversion open to them was snowshoe racing and the rivalry between the camps became as intense as has ever been found between competitive teams in any sport at any time. Prizes of up to \$100.00 for the winner of a race were common, but this was

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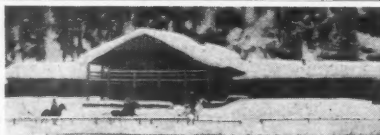
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chicken feed in comparison to the wagering that took place on the side.

It was during this period that John "Snowshoe" Thomson, one of the most colorful figures that ever graced a pair of skis, was carving his name into the history of the west as he carried the mail from Placerville to Carson Valley. "Snowshoe" Thomson was never one to hide his light beneath a bushel. He was proud of his prowess with his skis and without hesitation he would take on all comers. The miners of Plumas county offered him a challenge and put up a prize of several thousand dollars on the outcome. The race was held in La Porte in 1869, and John "Snowshoe" Thomson, with his short Norwegian skis, was no match at all in a downhill race against those masters of the long boards.

The secret of success in a downhill ski race was the "dope." This consisted of tallow, beeswax, pine tar and various other ingredients with detailed instructions as to how it should be mixed and applied. Formulas for winning "dopes" were jealously guarded by the early riders.

In retrospect it seems odd that these early miners on snowshoes were not glamorized in the writings of some of the western authors of that era who toured the gold fields. Traveling over the snow on skis at that time was such an unusual occurrence that it might have been deemed newsworthy and might have captured the imagination of some early author such as Mark Twain or Bret Harte. This did not happen, however, and this phase in the winning of the west remained comparatively unknown.

The people that inhabited this mountain fastness were pioneers in every respect. The first recorded ski races were held in Tromso, Norway, in 1845. Only a few years later these California gold diggers, utterly lacking any heritage in winter sports, were vying with one another to see whom would be first across the finish line. Not only did these men bring civilization to the west but they also started a skiing fraternity in America that is growing still today.

Most of the masters of the long skis have departed to snowshoe in the heavens. One of the last of the old-timers, Ab Gould, was in his sixties in 1938 when he gave a shellacking to some of the best of the modern-day racers.

Swap Shop

Rutland ski shop owner proves skiers go for a Yankee trade

LOWERING the cost of ski equipment so that more skiers can have more fun has been a prime objective in the business life of Bob Franzoni, president of Wilson's Sports Equipment Co., Rutland, Vt. This year it would seem that he has hit the jackpot with an idea based on Yankee trading principles that go back to the days of Ethan Allen.

"Swap" is the key word in this merchandising idea which through one small advertisement (in SKI magazine, incidentally) has produced hundreds of inquiries, orders, and grateful comments from skiers in every snow state from Maine to California.

Franzoni, sitting behind his daily mountain of mail, is somewhat overcome by the enthusiastic reaction to what seems to him a simple application of Yankee trading practice. "It just stands to reason," he says, "that you've got to put both fun and sound value into any worthwhile business deal. There's more fun in swapping than in matter-of-fact buying, and it's just plain wrong and wasteful to let outgrown ski equipment stand around in attics when it could be making other people happy."

Franzoni's advertisement says, "We swap you new ski equipment for your cast-offs"—and he means every word of it! Interested skiers are asked to send in a list of items no longer in active use—and an accompanying list of new equipment needed. Comparisons are made and the cost of an exchange is noted on a return post-card. "No clothing," Franzoni warns, "but practically anything else of re-use value."

According to reports from skiers as far removed from Rutland as Chile and Peru, the deals worked out in this mail-order fashion are amazingly good. This is because Franzoni operates both a repair shop and a retail sporting goods store handling nationally known ski equipment. He is in an ideal swapping position.

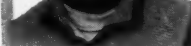
"The basic importance of this operation," Franzoni says, "is the boost it is giving to skiing as a sport for every age, every degree of skill and every pocketbook."

SKI, JANUARY, 1958

WILLIE SCHAEFFLER SAYS ABOUT COLORADO SNOW:

Willie Schaeffler, world famous skier and coach of the 6 time national champion University of Denver ski team says,

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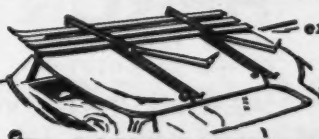


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Too Many Lifts?

Area operators take sides

In the December issue of *SKI*, lift expert Roland Palmedo stated the controversial view that ski area development has exceeded the increase in the number of skiers. Here is more expert opinion on this question of vital interest to all skiers.

Sportsmen and Gamblers

Mr. Palmedo's article should be required reading for those sportsmen and gamblers contemplating going into the ski lift business. The basic reward in such a venture can only be the satisfaction of creating something good that will bring pleasure and enjoyment to a great number of people. Any dreamer making an investment in ski lifts on the basis of financial return only is in for a nightmare from which he cannot awaken.

Alexander C. Cushing, President
Squaw Valley Lodge

Careful Analysis

I doubt very much that any of the new enterprises are being promoted on the basis of "wouldn't it be fun if we had a big lift up that wonderful mountain." The number of good northern-exposure developments with expert and intermediate as well as beginners' skiing facilities is small enough to keep the number of new areas in check.

It would appear from the rapid growth and popular acceptance of Mt. Snow that someone made a careful and well thought-out analysis of the ski business that could be done in the Wilmington area. I am in the midst of developing the Ski Area at Mt. Ascutney. My plans are being carried out on a basis of careful analysis of the ski business as I see it.

. . . I feel that any area, new or old, that can offer the skiing public guaranteed snow or a northern exposure sixteen weeks out of the year will have enough business to operate in the black and have fun doing it. . . .

Those who have an emotional approach toward "a big lift up that wonderful mountain" are not the same ones who are putting their hard-earned money into it. The investors in these projects may or may not be skiers. They are participants in a business venture that their judgment tells them will bring new business activity into their community. They are looking for direct returns on their money and many of them are looking for indirect benefits from the skiers' dollar which is spent in the area.

John H. Howland, President
Mt. Ascutney Ski Area, Inc.

Lift-builder's View

I read with interest Roland Palmedo's article on "Too Many Lifts?" and while I agree with some of his basic premises, I think he misses the main point. I am in somewhat of a dual position in this regard since (a) I manage a privately-

owned ski area in a region where the skiing population is relatively small, and (b) I am also in the business of selling low cost uphill ski facilities.

It is true that no ski area should be started as an economically sound enterprise unless there is, from the start, a reasonable hope that it will pay off over a period of time. There are isolated cases, of course, where the promoters of a new area do not expect immediate profits, or even any return on their money. Such areas are run as hobbies, and as such sometimes do not last too long, especially if they suffer continuing losses.

I do not feel that there are too many lifts, but rather too many unrealistic plans. What actually happens is that someone gets the idea that a ski area would be profitable without fully studying the market, the climatic conditions, transportation facilities and accessibility, and certainly without realizing the tremendous cost of a fully developed, large ski area. Such areas go out on the limb by promising everything to their future customer and when they run short of money and cannot fully complete their building program, the customer is disappointed and does not return.

Many small areas, properly financed with good, though limited facilities, have a very definite place in the skiing picture; they create new interest in skiing among people in the community and nearby who normally would not consider taking up skiing. They create interest among juniors and among parents. Obviously they cannot expect to attract large crowds from far away, but should be content with the local trade, realizing that eventually a new, enthusiastic skier benefits the entire industry.

The economics of such areas are obvious. Their initial outlay should be strictly limited so that they can reasonably expect to amortize this investment within five or ten years under normal conditions and without any large increase in patronage. Their slopes don't have to be the longest and the highest, nor does their season have to be the most extended; what they need is a smooth easy slope for night skiing, for mid-week afternoon skiing and for Saturday skiing for a few hundred skiers. As such they become the creators and feeders of the million-dollar areas. There are some outstanding examples of this type of operation, for instance Bosquets' at Pittsfield, Mass., and Holly Hill outside of Detroit, Mich. In these two cases, the snowmaking machine has been an essential part of the development.

All of this spells out the greater need for low-cost uphill facilities to keep the initial investment to the minimum. Mr. Palmedo's point is well taken that there have been too many grandiose schemes projected too quickly. In my opinion, no area justifies the construction of Telecars or chair lifts unless the summer potential is tremendous and unless this potential can be fully verified.

The competition among the big areas is bitter and unceasing. When an area is so large that it involves twenty to fifty employees with this tremendous overhead, it is natural that the entrepreneur



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feels that he must keep up his standards and cannot afford to fall behind in the way of latest conveniences and facilities.

In the west where most of the ski areas are on U. S. Forest Service land, there is a control of this. The requests for permits for new areas are constantly being examined in the light of the present and future need. Permits are withheld where it is obvious that the existence of another ski area would seriously jeopardize the chances of modest profits for those already in existence. This control probably has been bitterly opposed, but I think all fair-minded people would recognize that it also has prevented some serious bankruptcies.

Probably one of the major factors in the failure of some small marginal areas to survive in the fact of the competition of the large areas is inadequacy of publicity and local support. The big ski areas put out a great quantity of publicity that attracts thousands of skiers to their slopes, jamming their facilities and eventually bringing about the decision to expand. If there were some way to divert a portion of these hordes to the smaller areas and to convince the skier that he can actually obtain as much or more enjoyment running up and down a 1,500-foot meadow than fighting the moguls on a two-mile-long trail, some of the pressure on the larger areas to expand would be eliminated, and the smaller areas would catch their normal trade. The ultimate result would be more skiers and more business for everyone.

I should like to make one point regarding Mr. Palmado's remarks on the Europe-bound skier. I have skied in Europe extensively and feel that European skiing has been grossly exaggerated. In my opinion what brings the American skier to Europe is not the fact that skiing is so much better, but rather that the atmosphere and enjoyment are greater. It is something new and something memorable. It is the Schuhpattl, the Glockenspiel, the Glühwein and the Dirndl—and perhaps the scenery. Overlooked are the thaws, breakable crust, the irritations of lift lines and missed train connections. If ski resorts in the U. S. A. would provide a greater atmosphere of congeniality and fun, they, in time, would lose few customers to Switzerland. In this respect the small ski areas in the U. S. A. are most at fault. They fail to realize that a large part of the skiers' budget is devoted to food and drink. If Belleayre, N. Y. (according to Mr. Draper) had 20,000 visitors a weekend, despite the fact he sold only 2,300 lift rides, by all rights some \$20,000 changed hands that weekend—and brother, that's not hay!

I believe, for the ultimate good of the spot, it is time to consider training skilled winter sports managers, and to have available sound information on the design, promotion and operation of winter sports areas. The present situation had a direct parallel in the thirties in New England where every farmer had a rope tow. How many are still left? The tragedy now is that a modern expensive ski lift cannot be used for cutting wood. A disappointed

owner and a disgusted community do not benefit the sport.

Laurence A. Jump, Manager
Arapahoe Basin, Inc.
President, Pomalift, Inc.

New York State Boom

Mr. Palmedo makes a point that certainly must command the attention of a study group such as this legislative committee. The committee was formed, and began its operations, on the assumption that New York, at least, had too few ski areas of enough importance to attract visitors from the major sources of winter business. Several things have occurred which force us to examine the situation anew.

It would be outside of our province to consider what the situation may be in New England, particularly Vermont. We note, however, that Mr. Palmedo's contention is apparently substantiated by the survey made for the U. S. Forest Service by the Harvard Graduate School of Public Administration's conservation and land use seminar.

In relation to New York State, we offer the following information without stating a positive conclusion:

During the past year, more or less, six private enterprises have been completed or begun modern lift-served areas. At least one more is in the offing for next year. Two municipalities have voted bond issues to construct lifts on local hills. The very big Whiteface project is in operation. And it is virtually certain that another major enterprise, either under public or private auspices, is due for the Catskill region within the next few years.

It is worth noting that, because of advantageous geography and population distribution, the new private areas in this state—with one exception which has its own particular advantage—are located within easy one-day-excursion distance of large cities. Ellicottville will serve Buffalo and Jamestown; Swain, Rochester, Buffalo and Elmira; Toggenburg, Syracuse; Great Peak, Cortland, Binghamton and Ithaca; Royal Mountain, the Capitol District and Amsterdam, Johnstown and Gloversville. For 1958-9, Willard Mt. should provide another spot for Albany, Schenectady and Troy skiers. And of course Snow Ridge and the upcoming Old Forge development (municipal) are highly convenient to Utica and Watertown.

Thus it appears that local service, at least, is offered on a large scale, in terms of number of areas. Only one of the areas mentioned, however, has a vertical rise of more than 600 feet. The question remains, therefore, whether efforts should not continue to secure sites of major importance which will attract visitors from other states and New York residents planning vacations of a week or more. The problem of providing more skiing space in the Catskills for New York City weekenders is also a real one—perhaps the most vexing.

Equally difficult of solution is the problem of whether private enterprise can be counted on to provide more facilities or whether the state will have to do it. So

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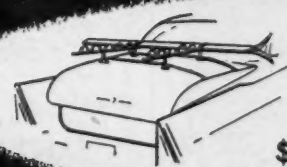
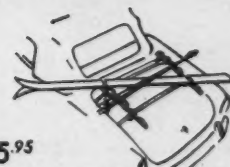
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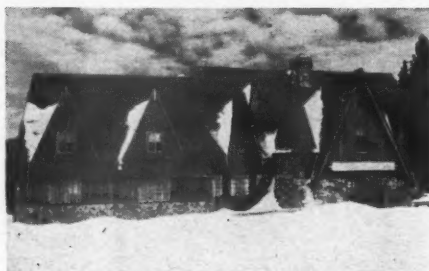
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far as local service is concerned, the answer is already clear. So far as more extensive—and more expensive—service goes, the future is uncertain, especially since our state constitution virtually prohibits private use of the bigger mountains.

It is probably fair to say that this legislative committee still feels that more ski areas are needed in New York State—on a major scale, for the most part—but that care is needed in determining how many, where and who should build them.

Sidney T. Cox, Executive Secretary
Joint Legislative Committee on
Winter Tourists

Feeder Service

It strikes me that the expansion in the ski lift industry is representative of an American heritage, free enterprise, which none of us wants denied.

Undoubtedly the tremendous growth of skiing in this country is a direct result of the ski lift. I believe that the creditable winter resorts—resorts which offer daily skiing in addition to the other activities for the entire winter season—consider the construction of a ski lift near small communities as a "feeder service." By this I mean that the building, within a short distance of a metropolitan area, of a lift designed for week-end skiing and the instruction of children and beginners creates enthusiastic clientele for the winter resorts.

I am sure you will agree that skiers are transient sportsmen. When a person has become interested and learned to ski in his local area it follows that he will seek new terrain and, if possible, spend a vacation in a winter resort.

Nelson Bennett, Lift Manager
Sun Valley

A Long Look

Roland Palmedo came out last winter to advise us on the matter of lift placement and we found him to be a very knowledgeable gentleman on the subject of ski lifts.

In your November issue I note a list of new lifts being put into operation this year; of the fifty-four lifts shown here, twenty-one are west of the Mississippi. I was most interested to note that he comments entirely on eastern skiing, which seems to rely generally on weekend trade with the midweek being comparatively slow. The situation here is somewhat different, and I think this is probably true throughout the west; the distances are too great for most places to rely solely on weekend skiing. There are, of course, exceptions to this, but in the case of Aspen and Sun Valley the skier has to come too far to stay just for Saturday and Sunday.

I think the time is here, however, when any ski operator should take a long and careful look before investing capital in new lifts. If the number of skiers has not increased, as Mr. Palmedo would indicate, then the supply will certainly exceed any demand and that will hurt everybody. I agree with Mr. Palmedo that any company should examine its sales potential and make realistic plans accord-

ingly; in our case, this is certainly a study of the increase or decrease of skiers.

I suppose the large number of new areas will have to prove their worth the hard way, by experience. I would, personally, be interested in any figures showing the number of skiers and the rate of increase over the years.

Edgar Stanton, Jr., Vice President
Aspen Skiing Corp.

How Many Skiers?

Three years ago Roland Palmedo wrote an article entitled "How to Plan a Ski Area," published in the March, 1955, of SKI magazine. This discussion dealt with nine basic requirements for a ski development: terrain, orientation, snowfall, altitude, accessibility, housing, financing, lift types, and trail design—all fundamental in considering this type of business. In conclusion Mr. Palmedo said, "With skiing still growing rapidly in popularity, it is to be hoped that well-planned new areas will come into being, so that these in turn may further add to the enjoyment of the sport."

Since that time there have been an astonishing number of developments opened or contemplated. In Mr. Palmedo's current article, "Too Many Lifts?" he posed a question to ski area operators in the east: "Do you think there is danger of over-expansion through construction of unneeded new areas or ill-advised projects?" I am sure that any lift operator would have to acknowledge that unneeded or ill-advised ski areas would not be a trend to encourage.

The point was also made that lift facilities have increased by 15,600,000 passenger-feet in the last five years and comparison was made to the number of clubs joining USEASA, as well as individual membership. It is the opinion of many active members of organized skiing that USEASA has not grown as rapidly as the non-affiliated ski ranks. USEASA is a necessary organization doing an excellent job. Nevertheless, Eastern does not satisfy the requirements of the average pleasure skier and therefore cannot be expected to grow as fast as the number of lifts or the overall number of skiers.

Perhaps the tremendous expansion of facilities in the last five years and the sudden snow drought of last season combine to cause some alarm as to business prospects for the future. Last year the skiing crowds did not leave the warmth of the fireplace, either because of unsatisfactory snow conditions or extreme temperatures. However, at the same time the sale of ski equipment substantiated the earlier forecast of tremendous increases in the number of skiers. Let us have ample "white stuff" this year and there will be no doubt left that the ski business still has to grow manyfold.

Are we losing hundreds of customers to Europe and the Rockies? No, we are gaining added numbers and more enthusiasm through experience of those making special trips. Likewise, the areas operating in close proximity to urban population centers produce interest and fundamental understanding of skiing on

Continued on page 20

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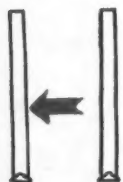
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The pivoted lateral sliding of the skis by twisting-angulation:

The lateral sliding



The angulation

In performing a little hop off the snow, a very full angulation movement shifts the skis laterally.

The pivoting



The twisting

The skis, supported by a little bump under the feet, are pivoted by the torso. A voluntary rotation of the torso in one direction makes the skis pivot in the opposite direction. There is said to be: (1) Rotation, or pivoting of the skis; (2) Reversing of the torso or, more generally, "body-twist."

The pivoted lateral sliding



The twisting angulation

The twisting-angulation movement, executed during the little hop, provokes a lateral pivoted movement of the skis on the snow, which becomes a pivoted sliding.

SKI-ABC

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From the book, SKI-ABC

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Position of the skier at the end of the twisting angulation movement:



With lateral arm movement for balance



With lateral planting of the pole

The twisting angulation movement results from work of the muscles which connect diagonally the inside shoulder and the outside hip. Contraction of these muscles pushes the shoulder forward (reverse) and downward, and the outside hip forward (rotation) and upward (unweighting). This chain of muscles is very

powerful and plays an important role in most sports: running, throwing, judo, boxing, etc.

Traversing sideslips with absorbing flexion:

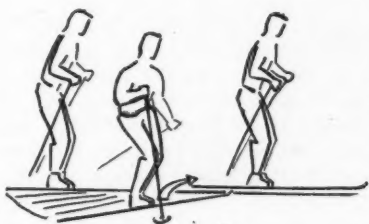
At a standstill: The skier should get used to passing from a normal position to the position represented above, by effecting simultaneously: (1) a reversing of the torso, which advances the inside shoulder. The chest should face the outside of the turn; (2) the lateral arm movement already described; (3) an absorbing flexion of the legs.



Note: At a standstill, the very great friction of the skis against the snow explains why this movement can be executed without moving the skis.

On a traverse: (1) start off on a traverse; (2) effect a pivoted skidding of the skis by the twisting-angulation described above; (3) make the edges bite at the end of this movement, and return to a normal position; (4) traverse; (5) effect a new pivoted sliding, etc.

Traversing sideslip forcing a hop with planting of the downhill pole:



At a standstill: execute a slight twisting-angulation, combined with a flexion-recoil of the legs and a lateral planting of the pole. As the edges bite, at the end of the twisting-angulation, the skier effects simultaneously the push on the feet of the flexion-recoil movement, and the push on the pole. This triple push thrusts the skier back to a normal position, and makes the skis leave the snow.



On a traverse: (1) start off on a traverse; (2) effect a rapid, pivoted sliding of the skis by a brief twisting-angulation, combined with a slight flexion of the legs; (3) make the edges bite at the end of the twisting-angulation, and straighten the legs. At the same time, push on the downhill pole, planted laterally beside the bindings; (4) the skier goes back into his traversing line, etc.

Note: As practice for the wedeln, the spring at the end of the sideslip can be exaggerated to make the skier leave the snow. While in the air, the skier effects a pivoting toward the fall line. The entire movement now resembles the wedeln of very short radius, in which the edges jam and send the skier in the air, making him turn in the opposite direction. (This aerial pivoting movement should be unconscious.)

Purpose of these sideslips: for the first time, the skier uses his muscular power to produce a lateral shifting of the skis under the body. Such utilization of his muscular power allows the skier: (1) greater speed; (2) greater control; (3) greater force. The lateral thrust can be executed easily in unpacked snow.

Teaching advice: (1) insist on smoothness at the start of the pivoted sliding of the skis; (2) stress the fullness of the pivoted sliding, and the precision and speed of this movement; (3) for these sideslip exercises, the snow should be smooth, either packed or virgin powder.

Faults: (1) The downhill arm is held back too much during the reverse of the torso. Despite the fact that the shoulder is held back, the downhill hand should not fall behind the field of vision; (2) pushing the knees in toward the hill (angulation of the knees, instead of the hips). This makes the lateral thrust of the skis too feeble; (3) failure to release sufficiently the edges on certain snows at the start of the pivoted sliding; (4) lack of force in the pivoted sliding, due to insufficient muscular transmission by the hips and waist; in such cases, the torso rests as a free-turning wheel; (5) poor position of the torso, shoulders or arms, obstructing the muscular work of twisting-angulation; (6) abrupt vertical push, provoking a sideslip, instead of a powerful lateral thrust, provoking a pivoted sliding; (7) failure to return to the normal position after each movement; the uphill shoulder must not rest advanced; (8) too late planting of the pole in the traversing sideslip ended by edging; the skier must plant his pole before he starts to straighten up.

The modern uphill parallel turn:



This is a controlled sideslip, which should produce a minimum of braking. The pivoted sliding is effected approximately at the moment of unweighting by flexion. The edges bite gradually, after the start of the sideslip. The skier returns to the normal position by straightening his legs and rotating his torso. The follow-through is: (1) fast and powerful, if the bite of the edges is very good; (2) slow and smooth, if the bite of the edges is poor.

Teaching advice: Set two slalom or ski poles on the slope in order to control the skier's line. The slight rut which forms below the first pole aids the turn. The instructor can then gradually move the start closer to the fall line, and thus requires of the pupil a fuller pivoted sliding. This also requires the skier to straighten up more decisively at the end of the flexion, in order to make his edges hold. Be sure that the pupil does not neglect this second phase of the turn (push of the legs and rotation of the torso).

Faults: those of the sideslip, but also: (1) excessive braking of the skis against the snow during the pivoted sliding; (2) neglect of the final recoil-rotation phase of the turn; (3) excessive rotation at the end of the turn: the skier should not rotate past the normal traversing position.

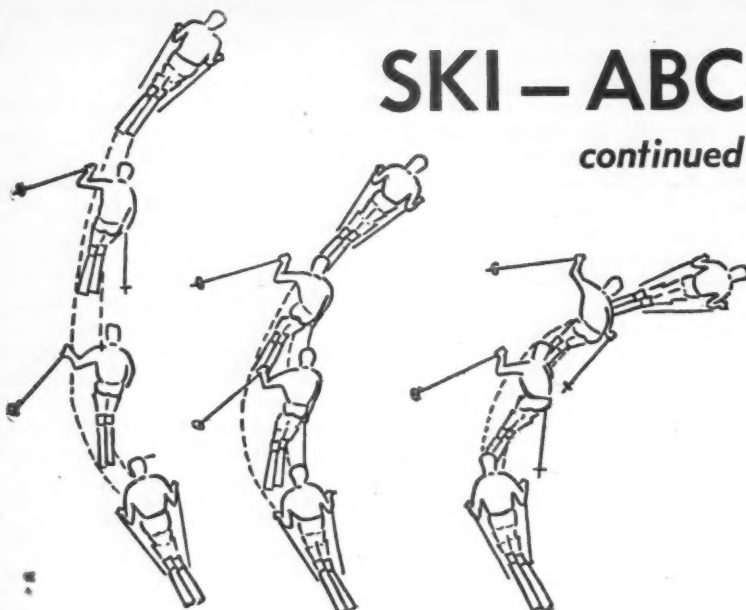
The modern uphill turn prepared by planting the uphill pole.

The skier plants his uphill pole slightly in front of the binding and about twenty inches uphill. Pushing laterally with his pole, he thrusts the uphill arm and shoulder forward and downward to start the pivoted sliding of the skis.

Purpose of the exercise: the skier improves his balance. The lateral push on the pole facilitates the pivoted sliding. Support taken on the uphill pole emphasizes the start of twisting-angulation because the uphill arm is lowered.

SKI - ABC

continued

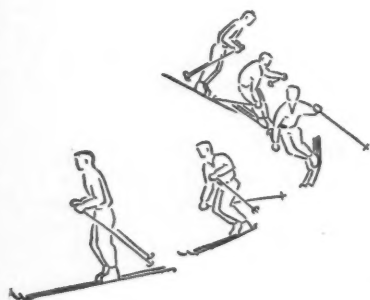


Downhill turn
with pivoted sliding

Downhill turn with
pivoted sliding
and angulation

Modern downhill turn
with pivoted sliding
and angulation

The modern downhill parallel turn without preparation:

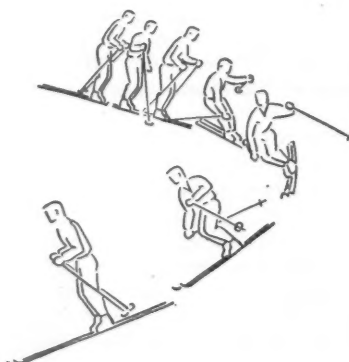


Start off on a traverse. Start of the turn: during the unweighting, produced by an absorbing flexion or drawing up of legs, the skier effects a pivoted thrust of the skis under the body, by movement of twisting-angulation. The arms effect their lateral balancing movement.

Follow-through: The initial flexion is progressively amplified to counteract the centrifugal force of the turn. The skier controls his pivoted sideslip by making his edges bite gradually. As the edges begin to hold, the skier rises from his absorbing flexion, and, after the twisting-angulation which started the turn, he follows

through with a relaxed rotation of the torso, which brings him back to a normal traversing position.

The modern downhill parallel turn with preparatory phase:



Start off on a traverse. Preparatory phase: the skier effects a flexion-recoil of the legs, and a lateral planting of the inside pole. In order to plant the pole, the torso pivots slightly in the direction of the turn, causing the inside shoulder to draw back a little. The pole, directed obliquely forward, is planted beside the ski, between the binding and the tip.

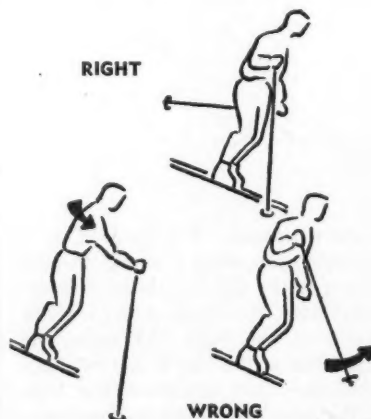
Start of the turn: during the unweighting of the skis, the skier effects a pivoted sliding of the skis by twisting-angulation. The arms move laterally for balance. The follow-through is similar to that of the preceding turn, but the twisting position is less pronounced (because of the withdrawing of the inside shoulder during the preparatory phase). The absorbing flexion in the middle of turn is also less pronounced (because the turn is started in an almost upright position after a flexion-recoil).



Note: During the unweighting it is often advantageous to angulate the hips slightly uphill. The edges hold better, the flexion-recoil is improved, and the pivoted sliding is anticipated.

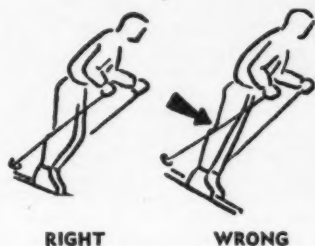
Faults:

In the preparatory phase: (1) a downhill thrust of the outside arm at the same time as the planting of



the pole; (2) too late planting of the pole, resulting in a delay in the start

of the turn; (3) an exaggerated recoil, provoking either a total straightening up, or even a sort of ruade, at the start of the turn.

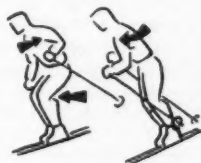


In the start of the turn: (1) during a turn without the preparatory phase, advancing and lowering of the inside shoulder and arm before start of the turn; (2) attempting to start the turn with the feet, by pushing the skis laterally, and by pushing the hips outward ("swing of the rump"); (3) poor synchronization of the unweighting, the arm movement, and the twisting-angulation.

RIGHT



WRONG



In absorbing the turn: (1) faulty flexion of the legs, unbalancing the skier forward or backward; (2) too

RIGHT



WRONG



abrupt biting of the edges, due to an excessively good hold of the edges, or to an insufficient flexion; (3) weight on the inside ski; (4) tilting

the shoulder line outward (lowering the outside shoulder); (5) too much delay of the outside arm (hand not even with the head); (6) outside elbow glued to the body; (7) pole pointed downhill, instead of downward and outward; (8) general arm position too high; (9) blocking of the body in a position of flexion, or of twisting-angulation.

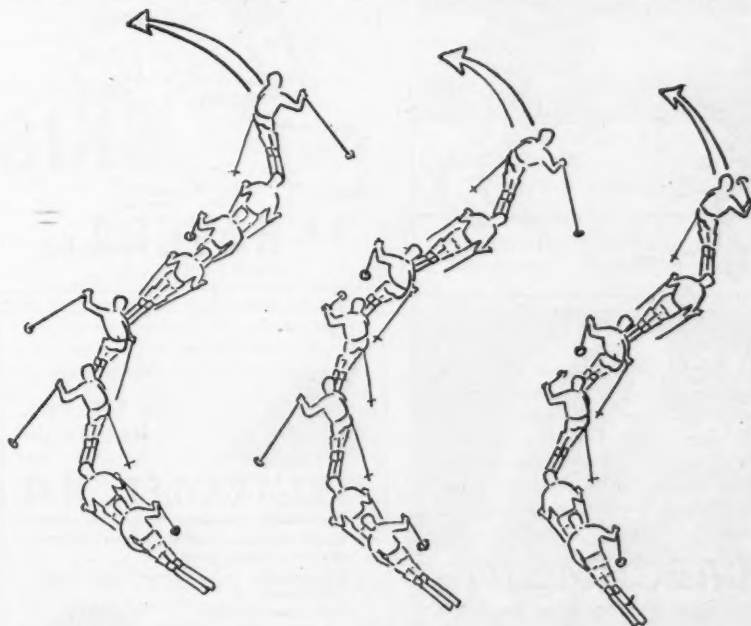
In the straightening-up rotation: (1) delayed straightening up and rotation; (2) excessive rotation.

Teaching advice: (1) take advantage of the terrain as much as possible; if the pupil turns on the far side of a bump, he will find the turn much easier; (2) start by a traversing uphill turn, and gradually close the angle until the pupil is executing a downhill turn. The rut that forms beyond the pole makes the turn easier; (3) try to find packed snow, which allows good bite of the edges; (4) stress especially the start of the turn, by allowing the skier a long, easy follow-through; (5) to clarify the start of the turn, stress the lowering of the inside arm. This movement sets off the entire mechanism of twisting-angulation; (6) once the pupil has learned the start of the turn, have him work on the follow-through;

(7) for the turn with the preparatory phase, count out loud: one, for the preparatory phase, two, for the absorbing flexion to offset the centrifugal force, three, for the straightening-up-rotation; (8) for the turn without the preparatory phase, count: one, for the start of the turn, two, for the straightening-up-rotation.

Advice to skiers who have trouble turning across the hill: (1) skiers who have not yet been able to turn out of the fall line or across the hill without planting the pole should begin by executing the modern parallel turn with the preparatory phase; immediately after planting the inside pole the inside arm and shoulder should be advanced and lowered to help create the pivoting-sliding of the skis; (2) they may start by executing the uphill parallel turn prepared by planting the pole, then gradually turn more and more across the hill, while retaining the same mechanism to start the turn; (3) skiers who have needed to stem in order to turn may continue stemming; they must count: one, for the stem, two, for the twisting-angulation which makes the skis come back together and starts the pivoted sliding; (4) skiers who stem and plant the pole should follow both the above suggestions.

The modern downhill parallel turn leads directly to the wedeln:



Two modern parallel turns, one after the other

Two linked modern parallel turns

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Olympic

TOO MANY LIFTS?

Continued from page 65

their expensive artificial snow. They are advertising for the ski industry and will send many novices in search of the challenge, beauty and social life found in our fine northern areas.

Does Vermont now have an excess of ski lifts? At least three established Vermont areas are increasing their facilities this year, and several areas added lifts in the past year or two. The \$100,000,000 to be spent on Vermont roads in the next three years should only add to the optimism that ought to prod area operators and relieve concern over the many new lifts.

Somewhere I recall a statement to the effect that the New York metropolitan area alone produced approximately 30,000 new skiers in a single year. Using the true index of lift capacity—passenger feet per hour—it would take 15,000 skiers to keep 15,000,000 passenger feet of new lifts operating at capacity on a weekend.

I do not believe that another 10,000,000 passenger-feet of lift service this year will prove to be over-expansion, nor do I think that the same increase next year will exceed the demand.

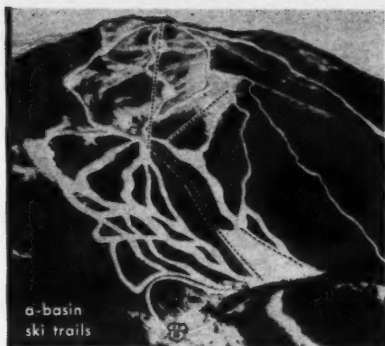
Perhaps in the past the ski market has been available and all that was needed was expansion to take care of the steady increase. Now I believe that extra effort will have to be exerted on educating the public to skiing. However, this is a constant day-by-day process in the U. S. New developments, expansion of facilities, advertising, TV, movies, races, publicity and organization all serve to expose potential skiers to the enjoyment of winter sports.

Estimates are that there are now one million skiers in the eastern United States, but more important, there are several million potential skiers. Spectacular mountains, ten feet of snow, rustic, friendly lodges and high-capacity lifts are all products that the ski industry has to offer as a satisfying experience for ski neophytes. Let us concern ourselves with the question of "Too Many Skiers?" rather than "Too Many Lifts?" since the future is going to bring many new customers for the business.

Preston Leete Smith, President
Sherburne Corp.

Too Few Skiers

Some people think the number of skiers in the east is increasing by leaps and bounds. If this were true, it's funny that all the major ski areas shouldn't be showing a major increase in volume. To me it's obvious that the skiers are not increasing proportionately to ski area capacity. Smaller areas are already in financial straits. I sincerely question whether many of the new areas and whether any of the smaller areas will be able to survive. To do so, the large areas will be forced into summer operation. It takes a huge figure in gross receipts to meet the expenses of a major area operating only in winter—nine months without a cent coming in to pay for labor, overhead, depreciation, etc.



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Skiers who think the areas are making a fantastic profit don't realize that the parking lots are semi-full only on a few weekends in the winter and that the areas starve during the week—while expenses continue. Some major areas have considered the possibility of operating on weekends only. In each case the decision has been the same. "If we close up during the week, the hotels cannot afford to stay open on weekends only." Hotels and ski lodges closing completely in winter would make it impossible to furnish accommodations on weekends. This would result in a decrease in weekend receipts on the lifts and trams and would be the fastest possible method of forcing a ski area into bankruptcy and liquidation.

There are very few ski areas that are really making a reasonable net profit in relation to their investment. One reason is that the ski areas today are not charging enough for their services considering the short operating season, the variable snow conditions in New England, and the fact that seventy to eighty-two per cent of gross receipts are taken in on weekends. . . .

To put the final "frosting on the cake" the U. S. Forest Service is giving use permits to more new ski area operators (no investment in land); the State of New Hampshire is operating two large areas with taxpayers' money; and the State of New York is spending \$2,500,000 for further development of Whiteface Mountain. . . . I understand too that various states are helping to build access roads, parking areas, etc. Why should the states be so generous to new developments, thus making it more difficult for existing areas to succeed? Let's stop the Forest Service from issuing additional use permits, get ski areas to raise prices for services, let existing areas improve their services and facilities, and give them a moratorium during which they may have an opportunity to become financially sound. After all, it is not a crime in the U.S.A. to operate a business at a profit, and I dare any ski area to brag about its five-year earnings average in relation to its investment and financial obligations.

An Encouraging Thought

When there is good skiing in Connecticut, Massachusetts and lower New York State, gross receipts drop tremendously in the northern areas. This shows that the number of active skiers is limited. Let us be fair at the same time and admit that skiing being available so near the big metropolitan regions helps to create a large new crop of skiers. After these newcomers learn to ski, they become potential customers for the larger areas farther north. Now more ski areas are being created near Boston and New York City, equipped with snowmaking machinery and I hope good ski instructors. This may temporarily decrease volume at more northern resorts, but I feel it will help all the ski areas in the long run.

Fred Pabst, President
Big Bromley Ski Area
Continued ▶

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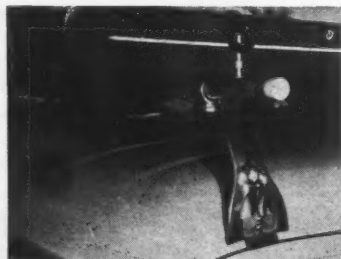
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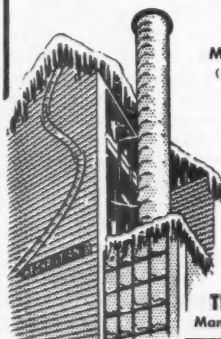
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THE CHRISTIANIA
Mammoth Lakes, Calif.

Too Many Areas

I read with interest Roland's article, "Too many lifts." Too many lifts? I think not! Too many areas? Yes. I have to agree with the hordes of weekend skiers that more lifts are needed. I think this growth should be found within the existing areas, provided they accept this responsibility. . . . If all main areas follow an orderly plan of expansion the sound growth of the sport is assured.

Walter R. Schoenknecht, President
Mt. Snow Development Corp.

Survey Needed

Mr. Palmedo's excellent article brings out one most important point: the ski-lift industry needs an honest survey of its market.

Seen from out here in the west, Mr. Palmedo's deductions seem much too pessimistic because they are based only on eastern conditions. Possibly, some operators in the west should have been queried too, in order to arrive at a balanced picture—or else the article should have been titled: "Too Many Lifts in the East?"

Eastern skiing has been hampered by recurrent shortages of snow. This has reduced many areas to little more than weekend operations, because many eastern skiers have flown to Europe or the west when they had more than just a minimum of time available.

It is perfectly true, on a national basis, that many areas were started by ski enthusiasts or ski-minded communities whose enchantment with skiing was never tempered by a look at the financial facts and figures—and their efforts frequently were not supported by adequate funds to boot. In many instances, new developments started out with ambitious chair lifts for prestige reasons; they undoubtedly would have been wiser to start more modestly with a Pomalift or a T-bar of equal or higher capacity—which would have required far less investment capital, not to speak of the reduced operating cost. As a result, they would have been able to charge less for their tickets, thereby widening the ski market.

Many new areas have overlooked the simple fact that a fine ski school, strongly supported by the lift operation, is absolutely essential to attract vacation, rather than only weekend trade, and to convert stumbling and bruised novices into effective skiers who enjoy themselves and will return to your area.

What we really need is an organization of the industry which would provide for an exchange of financial and operating data, and guidance for new or prospective areas or investors; Roland Palmedo seems eminently qualified to organize and head such an organization because of his wide experience in the field, his national reputation and his popularity with skiers both east and west.

Ernest H. Blake, President
Taos Ski Valley, N. M.

Big Doings in Kimberley, B.C.

by SAM WORMINGTON

KIMBERLEY, B.C., highest city in the dominion, will play host to the Canadian national championships in both alpine and nordic events this February 20-23. The races, together with the annual Snow Fiesta, will form part of the centennial celebration of British Columbia. They will also serve to focus attention on a new ski development of considerable scope. Next year, a mile-long Riblet chair lift may be erected on North Star Mountain, just two miles from town.

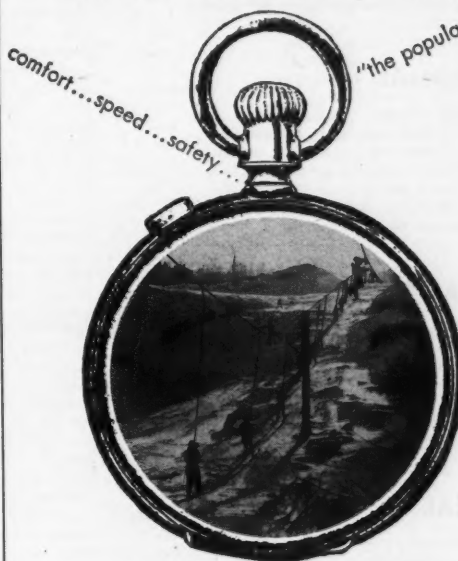
Mining is the main industry in this 3,900-foot-high city of 7,000. Not only the miners but "company men" are ski-minded, for as part of a community recreation project, Consolidated Mining & Smelting puts up two dollars for every one the public contributes to develop ski facilities.

On North Star, a boulevard trail with 1,700 feet drop was bulldozed out of the heavily timbered mountain flank. A year-round road links town and ski area. Elevation at the modern base lodge is 4,250 feet. A 1,000-foot rope tow now serves part of the trail slope, and in addition to the chair lift, an ice skating arena is planned.

Most modern ski facility in town, however, is the new seventy-five-meter jump hill built to FIS specifications—most unusual too, since the out-run lies smack in the middle of the business section. Right next to it is the modern 25-meter practice jump, where fly-boys can land conveniently in the parking lot of the local supermarket. Record on the big hill—237 feet—was set by Odd Norman of Oslo, Norway, last year. With the new hill profile, jumps of 250 feet may be possible. During the past summer, no less than 3,000 cubic yards of earth were filled in to replace an old wooden trestle on takeoff and inrun. A new judges' and photographers' stand was also built.

All these facilities are for the most part managed by the Kimberley Ski Club, in which membership confers certain privileges. Since the war the mining company has contributed \$22,500 towards capital expenditure, and as a result of community contributions, club dues and volunteer work, ski assets—all in the city's name—now are valued at about \$65,000.

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Dodge Ridge, Calif.
Sierra Ski Ranch, Calif.
Cisco, Calif.
Rainbow Tavern, Calif.
Deer Park, Calif.
Snoqualmie Pass, Wash. (2)
White Pass, Wash.
Tomahawk Ski Bowl, Ore.

Rocky Mountains

Arapahoe Basin, Colo. (3)
Grand Mesa, Colo.
Pikes Peak, Colo.
Wolf Creek Pass, Colo.
Lookout Pass, Idaho
Bogus Basin, Idaho (2)
Pocatello, Idaho
Missoula, Montana
King's Hill, Montana
Santa Fe, New Mexico
Taos, New Mexico (2)

Mid West

Walloon Hill, Michigan
Sylvan Knob, Michigan
Thunder Mountain, Michigan
Harbor Highlands, Michigan
Sheltered Valley, Wisconsin

New England

Lake Placid, New York (3)
Snow Ridge, New York
Hickory Hill, New York
Monticello, New York
Allegheny Park, New York
Big Bromley, Vermont
Okemo Mountain, Vermont (2)
Hogback Mountain, Vermont
Suicide Six, Vermont
Burke Mountain, Vermont
Middlebury, Vermont
Smuggler's Notch, Vermont (2)
Jay Peak, Vermont
Mt. Killington, Vermont
Barre, Vermont
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1958 SCHEDULE

Available schedules of ski races in the United States and Canada, plus most important International events. All listings subject to change due to snow conditions and other factors.

KEY: D-Downhill; S-Slalom; GS-Giant Slalom; XC-Cross Country; J-Jumping; C-Combined; Ch-Championships; M-Men; W-Women; O-Open; A-Class A; B-Class B; C-Class C; V-Veterans; U-Un-classified (when not included in title of race, classes of entries are appended in parentheses).

INTERNATIONAL

Jan. 11-12	Lauberhorn D/S Races (M)	SC Wengen	Wengen
Jan. 17-19	Hahnenkamm D/S Races (MW)	SC Kitzbühel	Kitzbühel
Feb. 2-9	FIS World Ch Alpine Events	Austrian SA	Bad Gastein
Feb. 12-16	FIS Ski Week Nord. Events	German SA	Oberhof
Mar. 1-9	FIS World Ch Nord. Events	Finish SA	Lahti
Mar. 7-9	Arlberg-Kandahar D/S/C (MW)	SC Art.-SC Kand.	St. Anton
Mar. 13-16	Holmenkollen	Norw. SA	Oslo

CANADIAN NATIONAL

Mar. 1-2	Quebec Kandahar	Mont Tremblant
Mar. 1-2	Jr. 4-Way Ch	Rossland
Mar. 8-9	No. Am. D/S/C Ch.	Banff
Feb. 2	Ryan Cup D/S/C (MW ABO)	Mont Tremblant
Feb. 7-8	No. Am. XC Ch.	Sudbury
Feb. 9	Jumping	Sault Ste. Marie
Feb. 21-23	Sr. 4-Way Ch.	Kimberley

NATIONAL

Feb. 15	Nat. Jump Ch.	Kitanis SC	Iron Mt.
Feb. 22-23	Nat. Classic C XC/J/GS Ch.	Ishpeming SC	Ishpeming
Feb. 22-23	Nat. 15 XC	Ishpeming SC	Ishpeming
Feb. 28-			
Mar. 1	NCAA Ch.	Dartmouth OC	Hanover
Mar. 1-2	Int. J/XC Closed C	Nansen SC	Berlin
Mar. 8	Nat. 30 KM XC	Pineland OC	Andover
Mar. 14-16	Nat. D/S/GS/C Ch.	Snow Basin SC	Ogden
Mar. 20-23	Nat. Jr. D/S/J/XC Ch.	SRMSA	Winter Park
Mar. 22-23	Nat. Vets D/S Ch.	Sun Valley SC	Sun Valley
Apr. 5	Nat. Vets GS	Taos Winter SC	Taos

EAST

Jan. 1	New Year's Invit. J (M AB)	Sno Birds	Lake Placid
Jan. 3-4	St. Lawrence U. Invit	St. Lawrence	Canton
Jan. 4	Swedish SC J (M AB)	Swedish SC	Bear Mt.
Jan. 4	Orvis GS Trophy (M OAB)	Bromley SC	Manchester
Jan. 4-5	Inv. Intercol. 4-Event (B)	Norwich Un.	Northfield
Jan. 4-5	Otto Schniebs S/XC/J Inv.	St. Lawrence OC	Canton
Jan. 5	Jump Tourn. (M ABCV)	Norway SC	Bear Mt.
Jan. 11	Jump Tourn. (M)	Bear Mt. SA	Bear Mt.
Jan. 11-12	Inv. Relay & Jump (M ABC)	Dartmouth OC	Hanover
Jan. 11-12	USEASA V D/S/C (M)	Bromley SC	Manchester
Jan. 12	Aluski D/S (MW CU)	Aluski SC	Little Tuck
Jan. 12	Conn. J/XC/Ch. (Jr. I-IV)	Salisbury WSC	Salisbury Hill
Jan. 12	Doerr Mem. J Tourn. (M ABCV)	White Plains SC	Bear Mt.
Jan. 18	Mid-Vt. Ski Council (Jr.)	Bromley SC	Manchester
Jan. 18	Jump Tourn. (M)	Bear Mt. SA	Bear Mt.
Jan. 18-19	USEASA 4X10 Relay Ch. (Jr.)	Putney SC	Putney
Jan. 18-19	N.Y. D/S/C Ch.	Polar Bear SC	Old Forge
Jan. 19	USEASA GS Ch. (M B)	Lynn Snow-Chasers	Undetermined
Jan. 19	Mass. D Ch. (Jr. I-IV)	Florenauin SC	Mt. Wachusett
Jan. 19	Belknap Inv. J (M ABVJr.)	Weirs SC	Belknap
Jan. 19	Jump Tourn. (M)	Norwemen SC	Bear Mt.
Jan. 25	Brown Inc. S (M ABCU)	NEISC	No. Conway
Jan. 25	Bromley Jr. Intercol.	Bromley SC	Manchester
Jan. 25	R.I. D Ch. (MW ABCUVJr.)	R.I. Ski Runners	Cranmore Mt.
Jan. 25-26	Stowe Cup D/S/C (M OAB)	Mt. Mansfield SC	Stowe
Jan. 25-26	Inv. J/XC/C (M ABCV)	Lebanon OC	Lebanon

Jan. 26	Inv. Jump Tourn. (M ABCV)	Salisbury WSC	Salisbury
Jan. 26	Winnepesaukee S (MW ABC)	Winnepesaukee SC	Gilford
Jan. 31-			
Feb. 1	Dartmouth Carnival	Dartmouth OC	Hanover
Feb. 1	Asa Osborn D/S Inv. Race	Bromley SC	Manchester
Feb. 1	Vt. State XC Ch. (M ABO)	Mt. Mansfield SC	Stowe
Feb. 1	Mt. Sunapee Jr. Race	Mt. Sunapee Area	Mt. Sunapee
Feb. 1-2	East. Div. Ch. of EISA	Lyndon OC	Burke Mt.
Feb. 1-2	West. Div. Ch. of EISA	Cornell-Syracuse	
Feb. 2	N. Y. J Ch. (M ABV)	Telemark SC	Bear Mt.
Feb. 2	Mass. Nord C (M ABCV)	Scandinavian SC	Lancaster
Feb. 2	Conn. Women's D/S Ch.	Bridgeport YMCA	Mt. Snow
Feb. 2	Gibson Race (MW ABO)	E. Slopes SC	No. Conway
Feb. 2	Florenauin GS (MW CUV)	Florenauin SC	Intervale
Feb. 7-8	State of Maine Ch.	EISA	
Feb. 7-8	Berkshire Jr. D/S/J/XC	Mt. Greylock SC	Pittsfield
Feb. 7-9	Maine J/XC/Nord C Ch. (ABV)	Chisholm SC	Rumford
Feb. 8	Silver S/GS & Team (MW CUV)	Prospectors SC	Bridgton
Feb. 8-9	N.E. Col. D/S/C (ABCU)	NEISC	Mt. Sunapee
Feb. 8-9	Williams Winter Carn.	Williams OC	Mt. Greylock
Feb. 9	N. Y. S Ch. (MABCJr. I)	Paul Smiths Col. SC	Bridgton
Feb. 9	Vt. GS Ch. (MW C)	Woodstock SR	Suicide Six
Feb. 12	N. Y. Jr. XC/J Ch.	Bear Mt. Spts.	Bear Mt.
Feb. 14-15	Middlebury Carnival	EISA	M.C. Snow Bowl
Feb. 14-15	Colby Carnival	Colby OC	
Feb. 15	Tufts GS Trophy (M ABCU)	NEISC	Gilford
Feb. 15	USEASA GS Ch. (MW)	Mt. Sunapee Area	Sunapee
Feb. 15-16	4-Event Invitation	Paul Smiths Col.	New York
Feb. 15-16	Penn. D/S/XC Ch. (MW ABCUJr.)	Laurel Mt. SC	Ligonier
Feb. 15-16	N. Y. Met. S/GS (MW ABCJr.)	Scarsdale SC	Roxbury
Feb. 16	Conn. J Ch. (M ABVJr.A)	Salisbury WSC	Salisbury
Feb. 16	Conn. D/S/C Ch. (M ABCUVJr.)	Ness Haven SC	Mt. Snow
Feb. 16	Hochflieger GS (MW CU)	Hochflieger SC	Gilford
Feb. 16	USEASA GS Ch. (MW AB)	Woodstock SR	Suicide Six
Feb. 16	Brad Mead Mem. GS (MW OAB)	Pico SC	Pico Peak
Feb. 16	Catskill S (MW ABCJr. I-II)	Belleayre SC	Highmount
Feb. 16	Flak Trophy GS (MW OAB)	Woodstock SR	Suicide Six
Feb. 16	USEASA GS Ch. (MW AB)	Woodstock SR	Suicide Six
Feb. 16-17	N. E. Intercol. Team Ch.	Gould Academy	Bethel
Feb. 21-22	Norwich Winter Carnival	Norwich OC	Northfield
Feb. 21-22	McGill Winter Carnival	EISA	
Feb. 21-22	USEASA Jr. J/XC/Nord C Ch.	Franconia SC	Cannon Mt.
Feb. 21-23	St. Lawrence Carnival	St. Lawrence U.	Whiteface Mt.
Feb. 22	USEASA GS (Jr. II-IV)	Lyndon OC	Lyndonville
Feb. 22	USEASA GS (M OV)	Belleayre Mt. SC	Pine Hill
Feb. 22	Rip Van Winkle GS (M V)	Belleayre Jr. SC	Pine Hill
Feb. 22	Belleayre Jr. GS (Jr. I-IV)	Belleayre SC	Pine Hill
Feb. 22	Masters & Wash. J (M AB)	Sno Birds	Lake Placid
Feb. 22-23	USEASA Prep. Sch. Team Ch.	DOC	Hanover
Feb. 23	Brattleboro Open Inv. J	Brattleboro OC	Brattleboro
Feb. 23	Belleayre D (MW CJr. I-IV)	Belleayre SC	Pine Hill
Feb. 23	Winnepesaukee S (MW CJr.)	Winnepesaukee SC	Gilford
Feb. 28-Mar. 2	USEASA Jr. D/S/C/GS ch.	Mt. Mansfield SC	Stowe
Feb. 28-Mar. 2	NCAA Ch.	Dartmouth OC	Hanover
Mar. 2	Harvard-Bromley (M ABCUV)	Harvard SC	Big Bromley
Mar. 1	Hochgebirge Inv. GS (M AB)	Hochgebirge SC	Cannon Mt.
Mar. 1	Westchester Inv. GS (MW Jr.)	Scarsdale SC	Highmount
Mar. 1-2	White Mt. Nord Tourn.	Nansen SC	Berlin
Mar. 1-2	N. Y. Intercol. 4-Event Ch.	Polar Bear SC	Old Forge
Mar. 8	No. Vt. D/S/C Team (Jr. II-IV)	Champlain SC	Jeffersonville
Mar. 8-9	Walter Foley Mem. D/S/C	NEISC	Cannon Mt.
Mar. 8-9	Maine XC/J Ch. (M ABC)	Pineland SC	Andover
Mar. 8-9	USEASA D/S/C (M BC)	Sugarloaf Mt. SC	Kingfield
Mar. 9	Derby D (MW All classes)	Pico SC	Pico Peak
Mar. 9	Baxter-Whitman Race (Jr.)	Eastern Slopes SC	No. Conway
Mar. 9	Harvard-Bromley GS (M ABCUV)	Bromley SC	Manchester
Mar. 15	D/S/C Trophy (MW CUJr.)	Lyndon OC	Burke Mt.
Mar. 15	A.I.C. GS Trophy (M ABCU)	NEISC	Okemo Mt.
Mar. 15-16	USEASA D/S/C (M AB)	White Mt. SR	Cannon Mt.
Mar. 15-16	Webber D Cup-Willis (MW)	White Mt. SR	Cannon Mt.
Mar. 22-23	Widener GC (MW CUJr. I-IV)	Black & Blue T.S.	Waterville
Mar. 23	Kandahar GS (MW AB Inv.)	Franconia SC	Cannon Mt.
Mar. 30	Sap Run S (MW ABCOJr. I-II)	Jackson S&OC	Black Mt.
Mar. 30	Jay Trophy GS (MW ABCJr. I)	Jay Peak SC	Jay Peak
Apr. 5	Harvard-Yale-Princeton S	Harvard SC	Pinkham Notch
Apr. 5	Sugarloaf Schuss D (MW Jr.)	Sugarloaf Mt. SC	Kingfield
Apr. 6	Sugarloaf GS	Sugarloaf Mt. SC	Kingfield
Apr. 12-13	Ann. Sugar Slalom (MW)	Mt. Mansfield SC	Stowe
Apr. 19	Harvard-Dartmouth Slalom	Dartmouth OC	Pinkham Notch

DATE	EVENT	SPONSOR	LOCATION	DATE	EVENT	SPONSOR	LOCATION
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OF COMPETITIONS

CENTRAL

Jan. 4-5	Nordic C (M Jr.)	Mich. Tech & C.C. SC	Houghton
Jan. 10	Nat. XC/CJ Ch. (M AB)	Ishpeming SC	Ishpeming
Jan. 19	Jumping	Norge SC	Fox Riv. G.
Jan. 26	Jumping	Blackhawk SC	Madison
Jan. 26	Jumping	Racine SC	Racine
Jan. 26	D/S/Alp. C (MW ABCV)	La Crosse SC	La Crosse
Jan. 26	Jumping	St. Paul SC	St. Paul
Jan. 26	GS (MW Jr. All classes)	Mich. Tech & C.C. SC	Houghton
Feb. 1	D/S/C (MW Jr. I-II ABCV)	Snow Chase SC	Caberfae
Feb. 1	XC/Nord. C (M ABV)	Caberfae SC	Caberfae
Feb. 2	Jumping	Briar Hill SC	Mesick
Feb. 2	Jumping	Duluth SC	Duluth
Feb. 2	Jumping	Snowflake SC	Westby
Feb. 8-9	CUSSA Jr. Alp. Ch. (I-IV)	Sawtooth Mt. SC	Grand Marais
Feb. 9	CUSSA Jumping Ch.	Eau Claire SC	Eau Claire
Feb. 15-16	Nat. Jumping Ch.	Kiwanis SC	Iron Mt.
Feb. 15-16	CUSSA XC/Nord. C Ch. (M ABV)	Minneapolis SC	Minneapolis
Feb. 16	4-Man Team D/S/C (All classes)	Buck Hill	Minneapolis
Feb. 16	Jumping	Minneapolis SC	Minneapolis
Feb. 22-23	D/S/C (All classes)	Duluth SC	Duluth
Feb. 23	Jumping	Glenwood SC	Glenwood
Mar 1-2	CUSSA D/S/C Ch. (MW)	Wausau SC	Rib Mt.

NORTHERN ROCKY MOUNTAIN

Jan. 11-12	Elkhorn Invitational D/S	Dillon SC	Rainy Mt.
Jan. 18-19	NRMSA Jr. D/S Ch.	Helgate SC	Undetermined
Jan. 25-26	Invitational D/S	Belmont SC	St. Mary's
Feb. 8-9	Rustic Pine D/S Trophy	Wind River SC	Towgottee Pass
Feb. 15-16	NRMSA I/XC	Dillon SC	Dillon
Feb. 20-22	High Sch. D/S/XC/I	Bozeman SC	Bridger Bowl
Mar. 1-2	NRMSA GS Ch.	Ennis SC	Jack Creek
Mar. 8-9	Doug Smith Mem. D/S	Whitefish L. SC	Big Mt.
Mar. 29-30	NRMSA D/S Ch.	Wind River SC	Towgottee Pass
June 22	High-Road Summer S	Silver Run SC	Gardiner H'wall

SOUTHERN ROCKY MOUNTAIN

Jan. 5	S.W. Jr. Reg. Nord Ch.	La Plata Rec. Com.	Durango
Jan. 5	New Year Jump	Denver U.	Genesee
Jan. 11-12	Aspen Jr. 3-Way	Aspen SC	Aspen
Jan. 18-19	D.U. Winter Carnival	Denver U.	Winter Park
Jan. 18-19	West. Jr. Reg. Nord Ch.	Colo. R. Mt. Sch.	Carbondale
Jan. 25-26	S.W. Jr. Reg. D/S Ch.	Santa Fe WSC	Santa Fe
Jan. 25-26	Damon George Jr. 4-Way	SC Zipfelberger	Winter Park
Feb. 1-2	East. Jr. Reg. D/S Ch.	SC Matowakan	Loveland
Feb. 1-2	D/S (All Classes)	Albuquerque SC	Albuquerque
Feb. 1-2	West. Jr. Reg. D/S Ch.	Continental SC	Climax
Feb. 2	Giant Slalom (All Classes)	Tyrol SC	Winter Park
Feb. 2	Cross-Country	Tri-County SC	City Park
Feb. 8-9	Steamboat Springs Winter Carn.	St. Sps. WSC	Steamboat S.
Feb. 15-16	Jr. Div. D/S Ch.	Eskimo SC	Winter Park
Feb. 15-16	D/S (All Classes)	Taos WSC	Taos
Feb. 22-23	Divisional D/S Ch. (AB)	No Sponsor	Loveland
Feb. 23	GS (Jr. III-V)	Grand Mesa RC	Grand Mesa
Feb. 23	Washington Birthday Race	Santa Fe WSC	Santa Fe
Mar. 1-2	Nat. Jr. Alpine Tryouts	Boulder Jr.	Loveland
Mar. 2	Jr. GS (All Classes)	Sky-Hi SC	Cortez
Mar. 6-8	Roch Cup	Aspen SC	Aspen
Mar. 8-9	Nat. Jr. Nord Tryouts	Colo. R. Mt. Sch.	Aspen
Mar. 9	GS Ch. (AB)	SC Matowakan	Loveland
Mar. 9	GS (Jr. III-V)	Continental SC	Climax
Mar. 15-16	C Divisional D/S Ch.	C. U. Racing Club	Loveland
Mar. 15-16	Lions Club Jr. Team Meet	St. Sps. WSC	Steamboat S.
Mar. 20-21	Nat. D/S/I/XC Jr. Ch.	SRMSA	Winter Park
Mar. 30	Jumping (All Classes)	SC Zipfelberger	Winter Park
Mar. 30	GS (Jr. IV-V)	A Basin SC	Arapahoe B
Apr. 13	C Divisional GS Ch.	Tri-County SC	Winter Park
Apr. 19	Matowakan Team Race	SC Matowakan	Loveland Pass
Apr. 20	Eve Perkins Memorial	Colo. Christie	Loveland
Apr. 20	Zipfelberger Team Race	SC Zipfelberger	Loveland Pass
May 4	May Day Slalom	1957 Winners	Arapahoe
May 18	Slalom Relay	Tri-County SC	Arapahoe
May 31	Family Race	Colo. R. Mt. Sch.	Aspen
June 8	Sunrise Slalom	Grand Lake WSC	Grand Lake

FAR WEST

Jan. 1	Nord. Train. Camp (ABV Jr.)	HV--S. Tahoe SC	Heavenly Val.
Jan. 4-5	Cal. Nord C Ch. (ABV Jr.)	HV--S. Tahoe SC	Heavenly Val.
Jan. 11	D/S Races (Jr. I-III)	Sugar Bowl SC	Sugar Bowl
Jan. 12	Dist. #5 GS (MW ABC)	Peninsula SC	Donner Ranch
Jan. 18	Downhill Only Wegen (OABC)	Sugar Bowl SC	Sugar Bowl
Jan. 19	Dick Springer Mem. S (MW BC)	SC Alpine	Kratka Ridge
Jan. 25	Bill Freitas Mem	Oakland SC	
Jan. 25	Peer Gynt GS (MW ABC)	Peer Gynt SC	Snow Summit
Jan. 25-26	Jr. Point D/S Race (I-V)	Mammoth Mt. SC	Mammoth Mt.
Feb. 1	Divisional GS Ch. (MW AB)	Phoenix SC	Flagstaff
Feb. 1-2	Inter-Club S/GS (OABCV)	HV--S. Tahoe SC	Heavenly Val.
Feb. 8-9	Winter Carnival	Bay Area SC	Donner Ranch
Feb. 9	Fresno Bee GS (MW C)	Yosemite	Badger Pass
Feb. 9	6th Annual Slalom (MW BC)	Fresno SC	Badger Pass
Feb. 15-16	Thompson J/XC/C (ABV Jr.)	HV--S. Tahoe	Heavenly Val.
Feb. 15-16	Jr. Point D/S Race (I-V)	Yosemite	Yosemite
Feb. 16	Peer Gynt GS (MW ABV)	Peer Gynt SC	Snow Valley
Feb. 22	Divisional GS Ch. (C)	Rubiyet SC	Heavenly Val.
Feb. 22-23	Arizona Cup D/S Ch.	Phoenix SC	Flagstaff
Mar. 7-9	Tressider Intercol. 4-Event	Stanford U.	Yosemite
Mar. 7-9	Jr. Nord XC/S/C Ch. (I-V)	Reno SC	Reno Ski Bowl
Mar. 8-9	Dist. #5 D/S Ch. (MW BC)	Fresno SC	Badger Pass
Mar. 8-9	Jr. Point D/S/C (I-V)	Reno SC	Reno Ski Bowl
Mar. 15-16	N.S. D/S (MW Invt.)	Yos. & Examiner SC	Yosemite
Mar. 29-30	Sil Dollar S/GS (OABV)	Reno SC	Reno
Mar. 30	San Geronio D (MW ABC)	SC Alpine	San Geronio
Apr. 5	Bill Freitas Mem GS (MW)	Oakland SC	Sugar Bowl
Apr. 5	Jr. GS Ch. (I-III)	Sugar Bowl SC	Sugar Bowl
Apr. 6	Walt Disney GS (Jr. IV-V)	Sugar Bowl SC	Sugar Bowl
Apr. 12-13	Div. D/S Ch. (OABV)	Sugar Bowl SC	Sugar Bowl
Apr. 20	Silver Belt GS (MW OAV)	Sugar Bowl SC	Sugar Bowl
Apr. 27	NSPS Toboggan Ch.	Ski Patrol	Sugar Bowl
Apr. 27	Dick Springer Mem. S (OAV)	SC Alpine	Mammoth Mt.
May 31	Mem. Day GS (OAB)	Mammoth Mt. SC	Mammoth Mt.
June 1	Mem. Day GS (C)	Mammoth Mt. SC	Mammoth Mt.

PACIFIC NORTHWEST

Jan. 4	Mt. Spokane D (MW Jr.)	Spokane Co/C	Mt. Spokane
Jan. 5	Mt. Spokane S (MW Jr.)	Spokane Co/C	Mt. Spokane
Jan. 11-12	Walker Cup Alp C (MW Jr.)	Blue Mt. SC	Spout Springs
Jan. 11-12	Sun Valley (MWAOBC)	Sun Valley SC	Sun Valley
Jan. 12	Standout #1 S (MW O)	Penguin SC	Stevens Pass
Jan. 18	Jr. S (MW All classes)	Bend Skyliners	Skyliners
Jan. 19	PNSA Giant S (WO ABC)	Skiyente SC	Mt. Hood
Jan. 26	Santiam GS (MW OBC Jr.)	Tri-Pass SC	Bogus Basin
Jan. 26	Kongsberger J (All classes)	Kongsberger SC	Snoqualmie
Feb. 1-2	Cranston D/S C (MW Jr.)	Bogus Basin SC	Bogus Basin
Feb. 2	Standout #2 GS (MW O)	Penguin SC	Stevens Pass
Feb. 8	Skiyente S (W ABCO)	Skiyente SC	Mt. Hood
Feb. 8	PNSA Jr. J Ch.	Leavenworth WSC	Leavenworth
Feb. 9	PNSA J Ch. (Sr. O)	Leavenworth WSC	Leavenworth
Feb. 15	Nat. Jump Ch.	Kiwanis SC	Iron Mt.
Feb. 15-16	Jr. Silver Skis	Cascade SC	Mt. Hood
Feb. 16	Penguin GS Team Race (AB O)	Penguin SC	Stevens Pass
Feb. 22-23	Nat. Classic C Ch.	Ishpeming SC	Ishpeming
Feb. 22-23	Nat. 15km XC Ch.	Ishpeming SC	Ishpeming
Feb. 22-23	Lookout Pass Jr. D/S	Idaho SC	Lookout Pass
Feb. 22-23	Ski Patrol Toboggan Cont.	Ski Patrol	Willamette P.
Feb. 23	Skiyente Jr. Women's S	Skiyente SC	Mt. Hood
Feb. 28	NCAA 4-Way Ch.	Dartmouth College	Hanover
Mar. 1-2	Internat. Classic C	Nansen SC	Berlin
Mar. 1-2	PNSA Jr. Nord. C Ch.	Blue Mt. SC	Spout Springs
Mar. 1-2	FW Kandahar D/S C (MW AO)	Schnee Vogeli SC	Mt. Hood
Mar. 1-2	Jere Gillis Men D/S (MW Jr.)	Bend Skyliners	Hoodoo Bowl
Mar. 8	Nat. 30km XC Ch.	Pineland SC	Andover
Mar. 8-9	PNSA Jr. D/S/C Ch.		
Mar. 14-16	Nat. D/S/GS/C Ch.		
Mar. 15-16	AWS Ann. Women's GS	Snow Basin SC	Ogden
Mar. 16	Standard #3 S (MW O)	Assn. Women Skiers	Mt. Hood
Mar. 20-23	Nat. Jr. 4 Event Ch.	Penguin SC	Stevens Pass
Mar. 22-23	West. States A.L. Jr. Ch.	SRMSA	Winter Park
Mar. 30	Golden Poles GS (MW ABV)	Sun Valley SC	Sun Valley
Apr. 5	Nat. Vet GS Ch.	Portland Jaycees	Mt. Hood
Apr. 13	Daffodil Cup GS (MW ABO)	Taos WSC	Taos
May 15	Golden Rose D (MW AO)	Totem Skiers	Mt. Rainier
		Cascade SC	Mt. Hood

DATE	EVENT	SPONSOR	LOCATION	DATE	EVENT	SPONSOR	LOCATION
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awaiting them on the fabled slopes of the Old World.

It's theirs to explore at bargain prices. Not a dream, but a happy reality, is an inexpensive sojourn in the ski country. In fact, the daily cost (room, often with private bath, plus three meals) will be about \$4.00 to \$7.00, depending on the type of hotel room desired. For a low-cost, highly pleasurable vacation, follow Europe's ski buffs to the uncrowded slopes of the smaller, less publicized spots.

Although less known than the fashionable centers whose names are synonymous with glamor and elegance, these resorts are not "off-beat" or primitive in any sense of the word. They are as easily reached as the most internationally famed centers (in many instances they are more accessible). Snow conditions, runs, lift and cable facilities, skating, tobogganing and bobsledding opportunities are every bit as good as are to be found in the bigger resorts. And they have a simple charm often lacking in the larger, more cosmopolitan places.

Accommodations and cuisine are not second-rate. They meet the exacting continental standards for very

comfortable pension, second and first-class and even deluxe hotels. And when it comes to natural setting, the breathtaking scenic splendor of these spots is unsurpassed.

Nor are the opportunities for after-skiing social activity lacking. Naturally, the glittering night life (with the attendant expense) of the plushier, more elegant playgrounds is not to be had. But gay evenings in charming inns and hotels spent drinking local wines and eating regional specialties, enjoying the warm camaraderie of fellow skiers from all over Europe, can be yours "for a song."

The German Alps, as well as the districts extending from the Harz Mountains to the Black Forest, abound in excellent ski slopes. Over 300 localities offer traditional German hospitality to economy-minded guests bent on winter pleasure. Typical of the inexpensive "picture-postcard" Alpine centers in Bavaria are Oberstdorf-Allgäu, in the Walsertal Valley, and Riezlern, Hirschegg and Mittelberg, in the Klein-Walsertal section. At these, and scores of other places in the beautiful Allgäu region of the Bavarian Alps, \$4.00 to \$7.00 a day means an unfor-

gettable winter sport holiday any time between early November and the end of March, or later.

That the Swiss genius for hosting is by no means confined to the cities and major mountain resorts is borne out by a visit to some of the superb but less celebrated winter retreats that, gem-like, dot the sparkling whiteness of that country's vast Alpine reaches. Verbier and Saas-Fee, at an altitude of 5,000 and 6,000 feet, respectively, in the canton of Valais, boast bright, warm sunshine that abides all winter, awesome mountain vistas, almost limitless ski fields. From Lenzerheide-Valbella, twin holiday resorts in the canton of Grisons, lifts take the skier to the summit of 7,760 foot Piz Scalottas, from which long descents ranging from the easiest to the most difficult can be made. At Kandersteg, in the Bernese Oberland, a system of lifts and cables to Stock (6,022 feet) leads to a dreamland of downhill runs and cross-country tours. Snow conditions at idyllic havens like the above are consistently fine from about November through March or April, and tidy hotels, pensions, chalets and inns guarantee good living in the inimi-



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The Austrian countryside, renowned for its warm welcome to strangers, early becomes a majestic symphony of white-mantled slopes, brilliant blue sky and shimmering peaks. The picturesque and ideally situated villages of the Tyrol, Salzburg, Vorarlberg, Styria, Upper Austria and Carinthia regions are made to order for winter sport vacationers in search of maximum fun and comfort at minimum prices. An exceptionally comprehensive Alpine network of trains, bus lines and cable cars make a ski tour inexpensive and easy. Spots like Obergurgl and Vent (at an altitude of over 6,000 feet) in the Tyrol, Heiligenblut, at 4,300 feet, in Carinthia, and Gargellen, at 4,800 feet, in Vorarlberg, are perfect starting points for outings to even greater altitudes. Long sunlit days, clear, bracing air, high altitudes and low prices, make the Austrian provinces a skier's paradise from as early as the beginning of November to the end of June—and even during the summer in some places.

Savoy, the French province in the heart of the Alps, is another winter wonderland where the traveler has a wide choice of delightful, unpretentious resorts and fine skiing at a saving. Wherever you choose to stay in Savoy, you can be sure that incomparable French food and wines will be the perfect complement to your outdoor pleasure. Chamonix (3,445 feet), Meribel-les-Allues (5,284 feet), Valloire (4,691 feet), and Val d'Isère (6,068 feet)—a few of the many centers favored by knowing Europeans—provide mechanical means for ascents up to 8,000 and 9,000 feet. Val d'Isère has inaugurated a unique helicopter service to speed guests to the higher slopes. The Savoy season is from early November through late spring, depending on the altitude visited.

Italy, which is so many things to so many men, is also the answer to a skier's prayer. Her spectacular mountain ranges harbor ski areas that have long been the holiday goal of Italian city dwellers with a limited amount of lira, but for too long have been virtually unknown to transatlantic pleasure-seekers.

Just west of Turin, 5,000 feet up in the western Alps, lies the Sauze d'Oulx area with its chair lift to Sportina (7,129 feet) and its cable and tow system that makes possible a thrilling cross-country trek over 8,930 foot Mt.

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Fraiteve to Sestriere, another resort center.

Courmayeur, also in the western Alps, nestles in the Aosta Valley, 4,039 feet high. A cable car is being rushed to completion that will carry skiers from there, over Mt. Blanc, to Chamonix in France, making it possible to ski in either resort.

Another treasure awaiting discovery high in the Aosta Valley is Cervinia. It need only be mentioned that it was the spot chosen for months of training by many of the Olympic teams before departing for the winter events at Cortina d'Ampezzo. Cervinia's breathtaking Plateau Rosa is reputed by many to provide the best summer skiing in the world!

The Dolomites are equally blessed, with the Alpe di Siusi area and Ortisei, chief center of the Gardena Valley—both with ski stations at about 5,000 and 6,000 feet.

The Appenine range is the answer for those wishing to combine sport and sightseeing. Famed Abetone is just two and a half hours by road from Florence, and Terminillo, with its well-developed facilities, the same distance from Rome. Yet the average price for room and full board at Abetone is \$5.00; at Terminillo, top price is \$6.00.

It will be news to many to learn that there's fine skiing in Sicily, land of sunshine and beaches! The slopes of mighty Mt. Etna are snow-covered right into late March. And for the ultimate in diversified pastime, you can hang up your skis and go down to Taormina for sailing in the winter and swimming in early spring!

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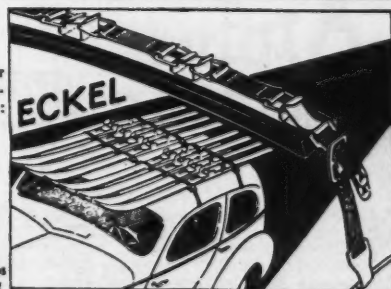
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Letter from Austria

by MARTIN LURAY

VIENNA

HERE in the Austrian capital, most people ski—or have friends that do, so that most often than not, an American can find a ready basis for friendship just by mentioning the FIS World Championships which will be held at Bad Gastein at the start of February.

To the Austrians, the *Weltmeisterschaften* loom as important as the Winter Olympics did to the Italians. Interest is very high. Most of the newspapers carry a daily column on the Austrian training camp at the Weiss-See. Christian Pravda's recent run-in with a slalom pole, which put him out of action for three weeks, made lead headlines.

You can judge how much the Viennese are interested in the championships by the fact that nearly a thousand of them packed into a small meeting hall close to the Opernring the other night to hear a talk by Dr.

Friedl Wolfgang, the secretary-general in charge of producing the event. He has spent the past two years renovating and rebuilding the Bad Gastein area—first, so that it will be able to accommodate the huge crowds the Austrians are expecting for the week-long affair, and second, reconstructing the slalom, giant slalom and downhill courses so that they would be models of what racing trails should be like.

Americans who came to the talk only to see Dr. Wolfgang's homemade ski movies were struck, in hearing him speak, by the tremendous amount of work the Bad Gastein committee has done. And they were impressed by the amount of help the government has given the committee. The government, of course, has an eye on the tourist trade. But still, it has subsidized the FIS tourney to the extent of five million shillings (about \$200,000). Sums of one million shillings (\$20,000) were by Bad Gastein itself.

The government also contributed the help of the Austrian army, several companies of which spent last summer going over the trails with dynamite and bulldozers, covering rocks with sod and moss, digging out trees and helping rebuild the Graukogel lift

which went into action last month.

There will be a commemorative stamp—another indication of the importance the government has attached to the tournament. Further, it has detailed 120 soldiers to be on hand February 1 to keep the trails in order, haul snow (which everyone hopes won't be necessary) and handle the crowds.

The buildup, however, that is being given Bad Gastein as Austria's new "paradise for skiers" is not making the other well-known areas overly happy. One sports writer, the other day, raising his ski poles for Kitzbühel, the Arlberg, Seefeld and Innsbruck, suggested that they have been severely slighted and insisted that the government begin using the overall term "Austrian ski paradise."

Be this as it may, Bad Gastein shapes up as a fine place to ski—or to hold the *Weltmeisterschaften*. Dr. Wolfgang and his gang have built such extras as special trails on which spectators can get from the upper to the lower slopes without spoiling the racing pistes. They have put in a system of hot water taps to keep ice off the trails. They have, with the help of Radio Austria, built a television

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tower for beaming the competitions. West German TV already has announced it will have crews on hand for the pre-race training the week of January 25th. And the Canadian Broadcasting System will get in on the act by doing an hour a day transmission direct from Bad Gastein so that Canadians can follow the fortunes of Lucile Wheeler and Anne Heggveitt.

There are other conveniences. Press billets have been set up with direct UP, AP and Reuters wires. Some 250 newsmen (including SKI magazine editors) are expected to be on hand, and the Austrians, with a bow toward America, have laid in several Coca-Cola machines. Something new in rescue operations will be tried out. A walkie-talkie radio net has been set up to direct the ski patrolmen—something that any skier who has raced off in search of a Red Cross man for a friend in need, will appreciate.

On the courses, the slalom flags will be placed on non-breakable plastic poles—a result, unfortunately, of Pravda's accident. There will be cameras everywhere you turn: officials this year have decided to film all of the races so that there will be no mistaking it when a competitor misses a

flag and should be disqualified.

There also are some new rules, one of the most interesting of which applies to the slalom. A missed flag automatically will disqualify the competitor. The five-second penalty rule for a missed flag has been struck from the rulebook.

Meantime the Austrian team has gotten the jump on everyone else by beginning its training the early part of November in the Tauern range over the Weiss-See. At first, the biggest problem seemed to be the *Föhn*, that Austrian warm wind that blows no good. The *Föhn* kept snow off the lower slopes, and blew with sufficient force to keep the famous gondola lift from operating so that the skiers were forced to climb a thousand meters over rocky crags and steep pitches from the Alpengasthof Einzingerboden to their training area. Then, in the evening, the same hike downhill—which, according to coach Toni Spiss, often turned into a sliding foot-race. At last word, however, the weather pattern which brought floods to Italy's Po Valley and blocked the Alpine passes, also brought snow to the Tauern.

With Pravda's future somewhat

doubtful at the moment, the Austrians are confidently pinning their hopes on Toni Sailer, Anderl Molterer and Josl Rieder. One skiing writer goes so far as to predict that Sailer, Molterer and Rieder will come in one-two-three in each of the events, slalom, giant slalom and downhill.

The girls, under the direction of Fritz Huber, have had some bad luck. One of the best of the ladies, Resi Feiersinger, last year's junior giant slalom champion, is out with a broken leg suffered during slalom training. Huber is working hard with Thea Hochleitner, Kathi Horl, Lotte Blattl and Gerlinde Beutelhauser, among others.

The handsome, fresh-faced young Sailer, in top condition, appears to be having other troubles, not involving the slopes. There is a girl nicknamed "Waldi" at the training area, daughter of a Ludwigshaven (Germany) brewery-owner. Waldi, twenty-four, has followed every Austrian training camp since Cortina—purely, it is said, to get a smile from Toni. To date, he has remained stony-faced, but young Waldi, who slings "Sacher Torte" at the neighboring Rudolfshütte, is ever-hopeful.

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More Difficult than dangerous

IN FIS and Olympic world championships since the war, alpine race courses have become increasingly difficult, and those at Bad Gastein are no exception. The men's downhill course, dropping nearly 3,000 feet in two miles, is cut largely through the woods. The fairly narrow track dips, rolls and twists for half its length, then opens out on pasture land and winds up in a long right traverse and big left bend into the finish. The ladies' course, no less challenging, is controlled on the steep upper portion, and on the lower part roughly parallels the men's. Both have many turns, enormous rolling bumps, sudden drop-offs, hanging corners, zooming transitions. Yet for all their trickiness, these courses do not appear excessively dangerous.

For one thing, they keep to the fall-line, with a minimum of those chattering traverses which are the bane of so many race courses. The obstacles are designed to be skied at the speed the gradient affords, and this speed is not excessive: Christian Pravda's record for the two miles is just under three minutes. The courses cannot be schussed, but must be skied accurately on a good line: the best man can win without taking perilous chances. And the courses' virtually accident-free competition record speaks for itself.

Although Friedl Wolfgang is in charge of all the elaborate preparations for the FIS, Hubert Salcher—former world-class racer and long-time Bad Gastein booster—deserves special recognition for the races courses which he designed and made possible. Since many farmers own land on the Graukogel, Salcher had to plead, argue and fight for every square meter of land to be used, every tree and bush to be cut, every lump of earth to be removed, every fence to be laid down in winter.

Although somewhat lower in elevation than other great European ski areas, Gastein gets its share of snow, and in other respects is well equipped to hold the FIS. It has a gondola lift, four chair lifts and two alpine lifts, is on a main railway line near large population centers, and can sleep 10,000 people—three times as many as the largest American ski resort town.

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2231 m

Men's Downhill
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Men's Giant Slalom
Start 1670 m

Ladies' Downhill
Start 1657 m

Ladies' Giant Slalom
Start 1525 m

Ladies' Slalom
Start 1240 m

Men's Slalom
Start 1270 m

Finish 1068 m

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How Well Can We Do in the FIS?

WHEN WE asked Ralph Miller this question, he came back with, "I can't answer that, but I think I know why we won't do as well as we should." In common with our other recently "retired" world-class racers, Ralph, now a medical student, has well-founded and strong opinions on the subject of international competition. "We train too hard. We wear ourselves out practicing without let up till it's time to run the FIS, and then we're too beat to do well. Look at the Austrians. They ski hard for two weeks, then taken two weeks off; ski another two weeks, then spend a week having fun in Paris or someplace. They get a real rest. That's what we ought to do."

Ralph, you'll be glad to know the managers and coaches appear to be coming around to your point of view—yours, that is, and Brooks Dodge's, Bill Beck's, and many another experienced racer's. Last we heard over the transatlantic phone, the kids were due to get eight days off at Christmastime. For those that have no place in par-

ticular to go, there was an invitation by Tom Corcoran's father to spend the holidays at the family's villa in Rome. Furthermore at Zermatt, where the alpine teams settled down to training last month after a brief stay at Garmisch, there was an atmosphere of exuberant anticipation rather than grim determination, a schedule of play as well as hard work. U.S. team members ran leg-burners on the Gornegrat (while snow cover remained too thin for straight downhill) and worked on slalom—first fifteen gates, then twenty-five, and up to forty and more. As a change of pace, men's manager Jim Huidekoper found sticks and skates and had boys and girls alike playing scrub hockey.

In the men's division, our chances appear to depend on Bud Werner's standing up in the downhill. The Austrians dominate the field so completely and in such depth that they could probably bench their entire "first team" and take all the first places with their second stringers" like eighteen-year-old Karl Schranz, who

merely won the Arlberg-Kandahar. Yet as Ralph Miller said, "You've got to remember that only four of those Austrians can enter any one event. That improves our chances considerably." All we have to do is beat four Frenchmen, four Italians, four Swiss and one Japanese (not to mention the Russians, etc.) and we'll be in the running.

"Our girls," Ralph said, "have a good chance." Let's hope so. Some of them have beaten the Europeans before, on occasion. Three of them—Betsy Snite, Penny Pitou and Mädi Springer-Miller—have one or more seasons of racing in Europe behind them. In any case the girls' events will be closely contested and the outcome is by no means predictable—with so many outstanding skiers taking part: Canada's Lucile Wheeler, Italy's Carla Marchelli, Austria's Lotte Blattl, Switzerland's Frieda Dänzer, France's Therese Leduc, Norway's Inger Bjoernbakken, to mention just a few. What a battle *that* is going to be!

Numbers one, two and three, on the Austrian national team: Toni Sailer, Anderl Molterer and Josl Rieder

Some experts think these boys could sit out the FIS and still the Austrians would take all first places in men's events



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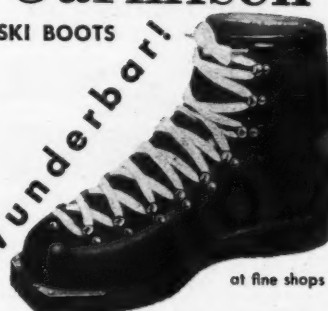
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23-Kalamazoo, Mich (Michigan Central Hi)
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26-Boyne Mt., Mich (Boyne Mt. Lodge)
27-Milwaukee, Wis (Shorewood Aud)
28-Midland, Mich (Hi School Aud)
29 & 30th-Montreal, Canada (West Hi Aud)
31-Mt. Tremblant, Canada (Lodge)
- Feb. 2-New London, Conn (Hi School Aud)
3-Melrose, Mass (Melrose Hi School)
4-Fall River, Mass (Woman's Club Aud)
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6-Waterville, Maine (Hi School Aud)
7-Portland, Maine (Portland Hi Aud)
8-N. Conway, N.H. (North Conway Bowling Alley)
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THE TREMBLANT CLUB

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VILLA BELLEVUE

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ST. ADELE, P.Q.

SUN VALLEY HOTEL SUISSE

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▲ Sally Deaver of Philadelphia registers with team, signs waiver and receives free insurance policy from NSA

No Fanfare for U.S. FIS Team

When American alpine team members gathered in New York to prepare for departure to Europe and the FIS world ski championships, nobody—almost nobody—was there to see them off, and the order of the day was mostly business

At meeting Sally learned ► she would have a week's Christmas vacation and other periods of rest from intensive training. Other team members are Dave Gorsuch, Linda Meyers, Penny Pitou, Betsy Snite, Marvin Moriarty and Madi Springer-Miller



◀ That last phone call from home is welcome interlude as men's manager Jimmy Huidekoper hands out printed material



◀ After course at Bonny Prudden's Institute for Physical Fitness at White Plains, N.Y., Sally can boast of her prowess at one-legged knee bends, which she performs in her Duofolds in hotel room while Linda and Penny kibitz

Heading out on the town, Sally pauses to chat with Max Marolt and her roommates, who are trying on their special down-filled parkas designed by Barney "Ski-Free" Berlenbach. Each racer received \$350.00 worth of clothing chosen by Sporthaus of Los Angeles and donated by American manufacturers—including Profile pants, Sun Valley parade parkas, Lasley sweaters, Gigi hats, skirts and blouses by Lantz of Calif. ▼



While Sally steps out with Stowe skier Bill Emory, Betsy and her mother sew on insignia, team members wait in lobby ▼ for transportation to Idlewild airport



SKI NEWS IN BRIEF

Gustav Raaum of Seattle, Wash., and Sven Wiik of Western State College, Gunnison, Colo. have been appointed manager and coach respectively of the U.S. nordic ski team which will compete in the world cross-country and jumping championships at Lahti, Finland, in early March. Miss Gabrielle Hiller of Jackson, Wyo., is manager of the alpine girls now in Europe; James Huidekoper of the girls. . . . FIS nordic training camp and final tryouts are being held now at McCall, Ida., and will terminate January 15. . . . Captains of the U.S. FIS Alpine teams elected in Zermatt are Bud Werner and Betsy Snite. . . . Canada has sent the largest alpine squad in its history to Europe early last month—only two girls, but nine men who, it is hoped, will gain valuable experience. . . . Austrian officials have decided to enter Sailer, Molterer and Rieder in all three alpine events of the FIS. . . . Four top French skiers, including Adrien Duvillard, are back training for the FIS after military service in North Africa. . . . 1956 Olympic special jumping champion Antti Hyvarinen was severely injured in a training accident recently. . . . In contradiction of reports published in this country, the organizing committee for the FIS at Bad Gastein has decided not only to permit but to encourage and assist moviemaking by both amateur and professional photographers at the world championships. An official film will also be made, and many events will be filmed in entirety to settle arguments over disqualification. . . . KLM Dutch Royal Airlines will maintain an office at Bad Gastein for the convenience of visitors to the world championships.

Gordon Wren, 1948 Olympian and director of the Reno Bowl and Sky Tavern Ski schools, is planning a large-scale test of the new Austrian teaching method. At least eighty beginners are to be taught free of charge, half by the old and half by the new method, in order to determine which is more expedient. . . . The



U.S. alpine team takes off for Europe from New York: Bud Werner, Marvin Melville, Sally Deaver, Max Marolt, Dave Gorsuch, Penny Pitou, Tom Corcoran, Marvin Moriarty, Betsy Snite, Madi Springer-Miller and Linda Meyers

American Ski Trophy, donated by the Bass ski boot people for award to outstanding contributors to the sport, was presented to Sepp Ruschp of the Mt. Mansfield Co. at a banquet in Stowe last month. . . . First California ski area to open this season was Mammoth Mountain, which has had good snow since early October. . . . The USEASA is sponsoring five training camps for selected racers during the Christmas holidays. . . . New ski trails and luxurious glass-enclosed base lodge head list of improvements at Mt. Whittier, West Ossipee, N.H. . . . Eastern Slopes, N.H., hotelkeepers are fighting to maintain railway passenger service on the Conway Branch line in the face of threatened economy cuts by the Boston and Maine Railroad. . . . A new ski area, Skol Mountain, has begun operation with a Ski-Kuli and rope tow at East Jamaica, Vt. . . . Kenneth Quackenbush, former assistant manager, has been appointed general manager of Mad River Glen ski area, Waitsfield, Vt. . . . Pete Webber, captain of the Middlebury College ski team last winter, has opened a ski shop in his home town of Farmington, Me. It is called the Village Sport Shop. . . . Correction: Vertical rise of

Ernie Blake's big Pomalift at Taos, N.M., is 1,655 feet. . . . Whip Jones, promoter of a new ski area called Aspen Highlands located near the famed Colorado resort, has signed world champion Stein Eriksen as his ski school head. . . . A famous hazard of eastern downhill racing, the "needle's eye" on the Thunderbolt Trail on Mt. Greylock, North Adams, Mass., has been alleviated through trail work by members of the Williams Outing Club. . . .

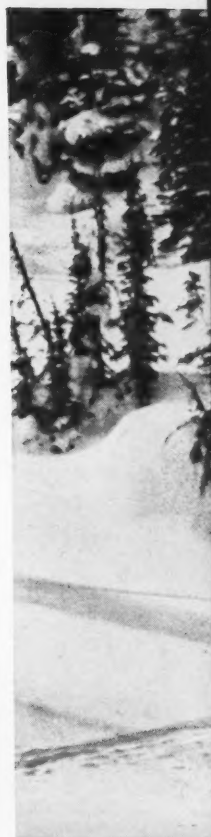
Hans H. "Peppi" Teichner, Austrian ski teacher pioneer in the U.S., former director of the National Ski Association and promoter of skiing in the midwest, died early in November at the age of forty-nine. . . . Governor Averell Harriman will act as chairman of the honorary race committee for the First Annual St. Lawrence University Empire State Giant Slalom on January 12, first event to be held at the new Whiteface Mountain development. . . . At Wildcat Mountain, Pinkham Notch, N.H., the long-heralded luxury Telecar lift may start running this month. . . . Annual Canadian Ski Instructors Alliance course and examinations for instructors were held at Jasper-in-Quebec early last month. . . . At Mont Tremblant, P.Q., La Boutique has been demolished to make way for an enlarged shop featuring British woollens and other fine imported merchandise. . . . Nearly 2,000 guests registered for the annual Swiss national ski school courses held last month at St. Moritz. . . . Over 3,000 visited exhibits at the second annual Great Lakes Ski Convention held at the Sheraton-Cadillac Hotel in Detroit. . . . Head Ski Company offers an attractive four-color ski poster free of charge. Write 1507 Roland Heights Ave., Baltimore 11, Md. . . . Norway has 40,000 junior ski jumpers, and one of them, sixteen-year-old Arnstein Johnson of Trondheim, is one of the best on the national team.

Don Soviero, president of Bousquet Ski Area, toasts Harry Vallin's new Scandinavian Ski Shop branch at Pittsfield, Mass., area during "Glögg" party held in celebration





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